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TIME-TABLE.

WEEK DAYS

	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.
Kowloon... Dep.	6.40	9.15	10.30	12.00	1.15	4.35	5.30
Yanmat... Dep.	6.50	9.24	10.39	12.09	1.24	4.44	5.39
Shatin... Dep.	7.02	9.36	10.51	12.21	1.36	4.56	5.41
Taipei... Dep.	7.18	9.49	11.04	12.34	1.49	5.09	5.54
Taipei Market... Dep.	7.21	9.53	11.08	12.38	1.53	5.13	6.08
Fanning... Dep.	7.32	10.03	11.18	12.48	2.03	5.24	6.19
Shungshui... Dep.	7.36	10.07	11.22	12.52	2.07	5.28	6.23
Shungshui... Arr.	7.42	10.13	11.28	12.58	2.13	5.34	6.29

	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.
Shungshui... Dep.	7.21	9.05	10.38	11.40	3.00	4.17	5.13
Shungshui... Dep.	7.28	9.12	10.45	11.47	3.07	4.24	5.20
Fanning... Dep.	7.32	9.16	10.49	11.51	3.11	4.28	5.24
Taipei Market... Dep.	7.42	9.26	10.59	12.02	3.21	4.38	5.34
Taipei... Dep.	7.46	9.30	11.04	12.07	3.25	4.42	5.38
Shatin... Dep.	7.59	9.43	11.17	12.21	3.38	4.55	5.51
Yanmat... Dep.	8.12	9.56	11.29	12.33	3.50	5.08	6.03
Kowloon... Arr.	8.20	9.03	11.37	12.41	3.58	5.16	6.11

SUNDAYS AND PUBLIC HOLIDAYS

	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.
Kowloon... Dep.	6.40	8.55	9.15	10.30	12.00	2.22	3.20
Yanmat... Dep.	6.50	9.05	9.24	10.39	12.09	2.31	3.29
Shatin... Dep.	7.02	9.17	9.36	10.51	12.21	2.43	3.41
Taipei... Dep.	7.18	9.33	9.52	11.04	12.34	2.56	3.54
Taipei Market... Dep.	7.21	9.36	9.55	11.08	12.38	3.00	3.98
Fanning... Dep.	7.32	9.47	10.06	11.18	12.48	3.11	4.09
Shungshui... Dep.	7.36	9.51	10.10	11.22	12.52	3.15	4.13
Shungshui... Arr.	7.42	9.57	10.16	11.28	12.58	3.21	4.19

	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.
Shungshui... Dep.	8.12	10.27	11.40	12.00	4.17	5.40	6.09
Shungshui... Dep.	8.19	10.34	11.47	12.07	4.24	5.47	6.16
Fanning... Dep.	8.23	10.38	11.51	12.11	4.28	5.51	6.20
Taipei Market... Dep.	8.33	10.48	12.02	12.21	4.38	6.01	6.30
Taipei... Dep.	8.37	11.04	12.07	12.25	4.42	6.05	6.34
Shatin... Dep.	8.51	11.17	12.21	12.38	4.55	6.18	6.47
Yanmat... Dep.	9.03	11.29	12.33	12.50	5.07	6.30	6.59
Kowloon... Arr.	9.11	11.37	12.41	12.58	5.15	6.38	7.07

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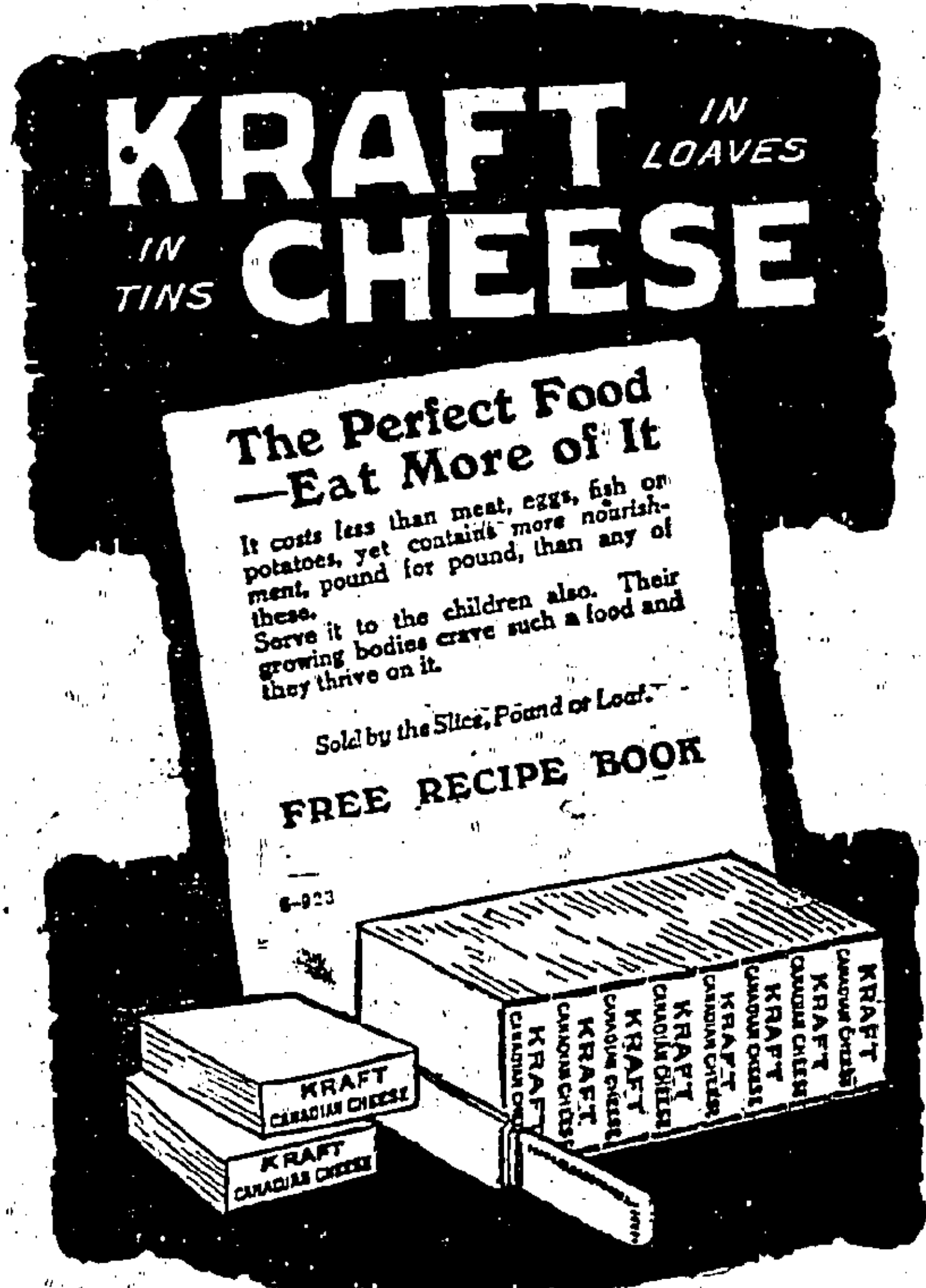
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Directly one arrives in England from the East one is greeted by all one's acquaintances and friends with two stock questions. The first usually takes the form of "You come from China, don't you?" Then you must know the Smiths, you? Then you must know the Smiths, you? Ah, you live in China! Lucky people! You have no troubles with servants!

It is quite true that there is a never-ending life of Chinese, extending from Peking to the borders of Burma, who are ready to come and smoke and play cards and gossip at one's expense, but of servants in the English sense of the word, few there are. To begin with, an atmosphere of distrust is usually engendered by the totally opposite conceptions of employer and employee have of their respective positions. The foreign employer, usually unable to speak the language, wishes only for a quiet and unobtrusive automaton who will provide him with food and drink at regular intervals, brush his clothes, and learn his habits, and for the rest of the time not exist in any audible sense. The Chinese, on the other hand, is intensely sociable. He wants really to join the family; he is ready and willing to take the deepest interest in all his employer's affairs, and he would like to be consulted on all occasions. To be treated as a machine chills him; it does more and suppresses his all that is bad in him and suppresses his best and most human side. The Chinese servant has his weaknesses. To sympathize with him makes no bones of them. He is, of course, rarely more than ten per cent, and never less than five, and he would like this business of squeezing to be recognized as the beginning of his connection with his employer, and then not decided in his favour, and then not referred to again. After that, the ordinary Chinese servant is ready to join in any round of family life, do his own work with fair regularity, and anyone else's with the greatest gusto. But these are with the most favourable conditions—when only under favourable conditions—when he is recognized, called by name, talked to, and allowed to talk in return. If he is treated like a machine he becomes a different being. He may develop into a very perfect machine, but beware! In attending to his own business perfectly, he is attending to his own business perfectly, and his own business consists in converting your money into his money by a thousand little imperceptible changes, none of them affairs of more than ten or twenty cents, but these little rivulets of cents swell into a noble river of dollars as time rolls on. The Bachelor's Boy is well known to all housewives as a quiet, considerate of his master's comfort, efficient, and a squeezer to the nth degree.

In Chinese families the servants are part of the household. They join in the conversation, come and listen to anything that strikes them as interesting, and contrive to know as much of their master's affairs as he does of himself. It is for this reason that in Chinese history the rise of a major-domo, or personal servant, to power is so common. If they are intelligent they have unexampled opportunities of gaining influence with their masters. Few Europeans are ready to accommodate themselves to such familiarity, but they will gain greatly if they allow their head servant some license. If the servants are happy the house runs smoothly; if they are discontented the household lives in an atmosphere of smashing crockery and loud-voiced disputes in the back premises. Chinese servants breed with great rapidity; they appear from nowhere, and one becomes an employer many times over without knowing it. Every Chinese has a family watching him, so soon as he receives a regular salary the family descend on him for a portion of it. He naturally thinks that it is better and cheaper for his employer to pay rather than for himself; so he purchases peace with his family by procuring a job for some member of it. The house is full of cousins, relatives by marriage, and vague connections. The employer, who finds that he is surrounded by a clan of which he is not the head. Indeed, in reality he is a queer bee; he is attended and fed by a retinue of slaves, but with a very definite purpose; he is the producer and mainstay of the hive, and must be kept going in order that all the dependents on him may thrive. Little the patient cow, he is milked daily, and the milk divided by families in villages he has never been to, dotted among the trees some twenty miles from Peking. Cow or bee, he is happy in his ignorance. He kicks from time to time against the size of the retinue he is supporting, for everyone seems to have at least one other person to help him with his work; he finds in his kitchen, besides the cook, two grimy acolytes of whose existence he was not aware. On inquiry one proves to be the assistant cook and the other is a learner, "a friend of my friend," the cook will remark with ambiguous conclusiveness. The number one boy has a number two boy, and the number two boy has a cooler; the same extensive hierarchy prevails in the stables, and there really seems to be no reason why every servant should not have another beneath him.

But the Chinese are a cautious race; they gauge the limits of their master's patience carefully, and having ascertained exactly how much he may be bled without provoking too disagreeable consequences, they seldom overstep these limits unless some calamity, such as a bad night at mahjong, or an addition to their domestic establishment makes some flagrant act of piracy, with its attendant inevitable row, absolutely necessary. They prefer always to move slowly, piling the straw on the camel's back so gradually that the camel hardly notices till he is fully loaded. A friend of mine, the best-natured of men, some time ago bought some few tubs of goldfish; attractive monstrosities with goggling, protuberant eyes and many wavy tails. Some days later he met a strange servant in the courtyard and asked him who he was, and was gravely informed that he was the goldfish-cooler.

(Continued at foot of next column.)

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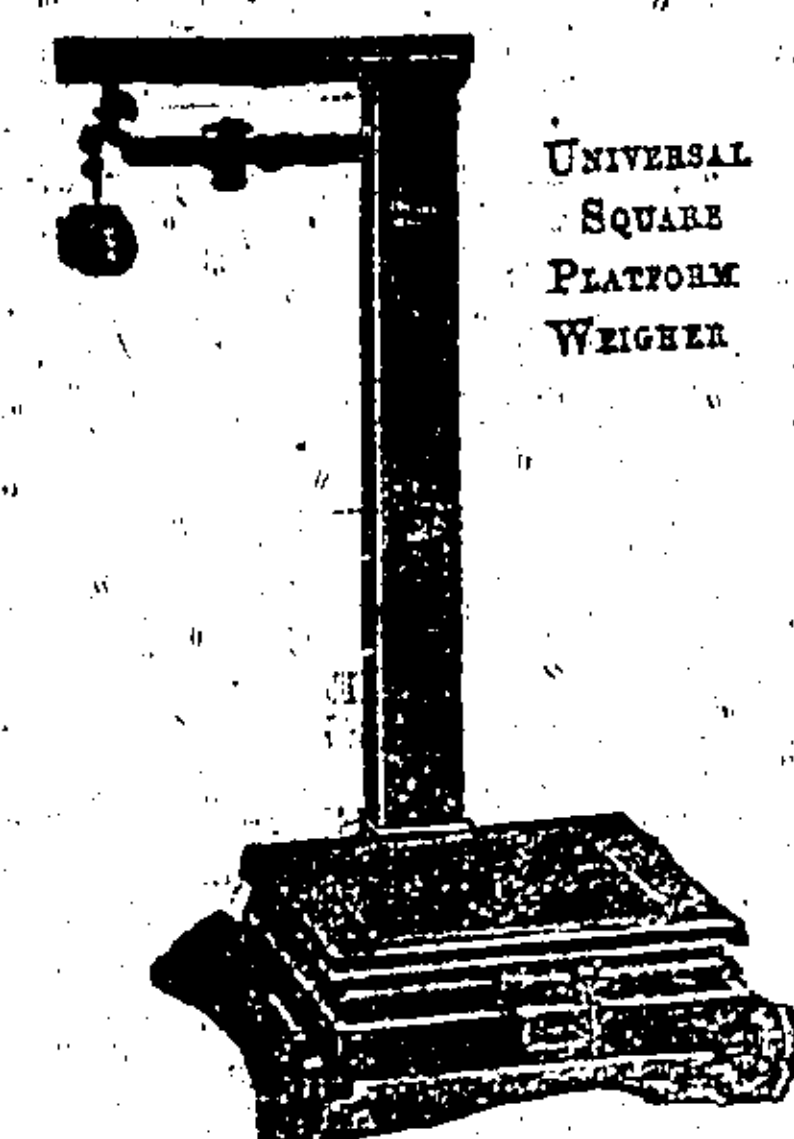
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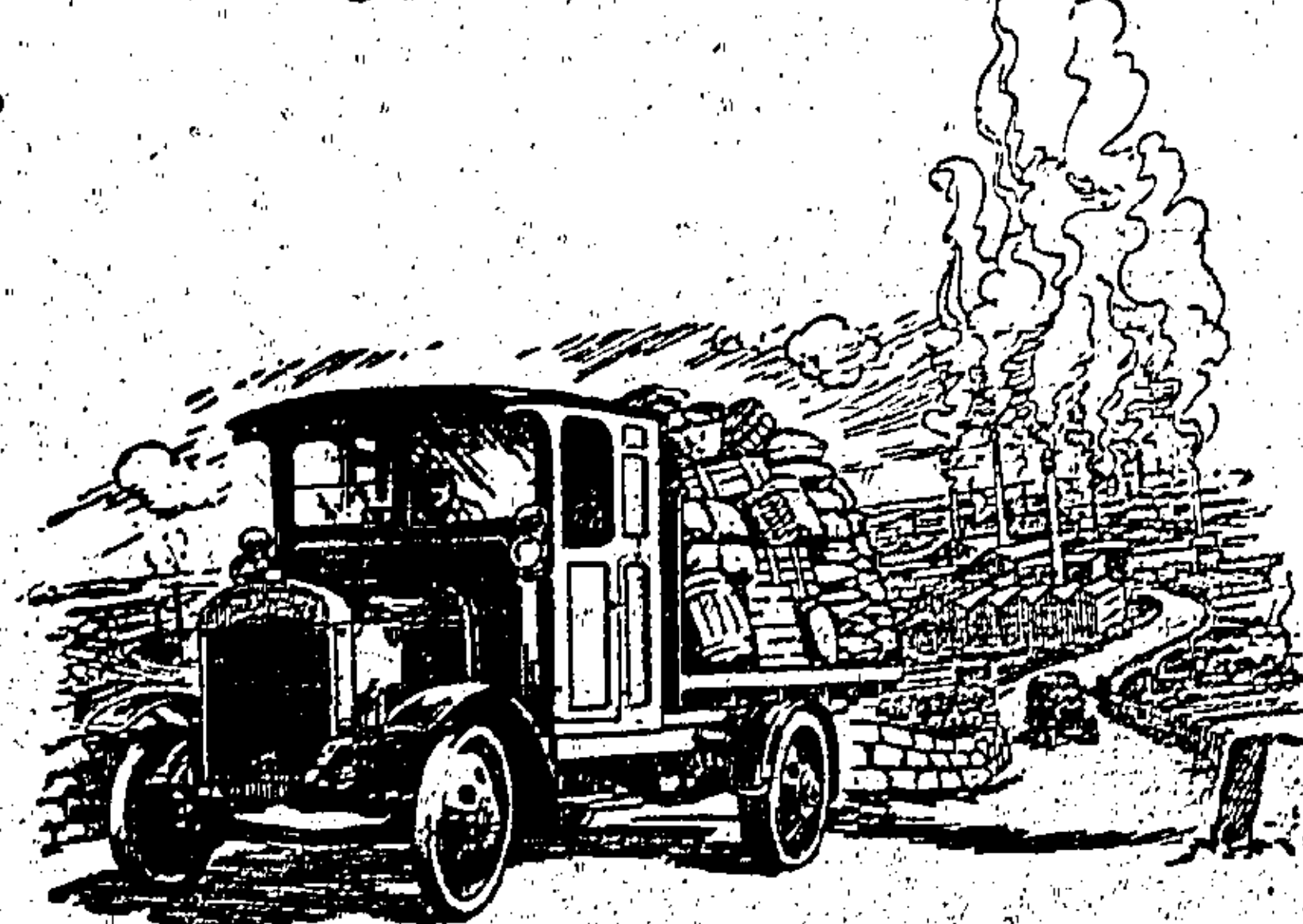
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ANGLO-GERMAN TRADE. SIGNATURE OF TREATY. IMPORTANT FEATURES.

[FROM "THE DAILY TELEGRAPH" DIPLOMATIC
CORRESPONDENT.]

The new Anglo-German Commercial Treaty and the accompanying Protocol, were signed on December 3rd. They contain some entirely novel and welcome features from the British standpoint, and, I gather, will serve as a precedent and a model for future commercial treaties which we may conclude with other foreign countries.

Hitherto Great Britain, as a Free Trade country, and in spite of the value of her open markets to other States, has received in conventions of this kind no better treatment than the traditional most-favoured-nation clause, which, in practice, was often limited to products not essentially of prime value to this country, and elusive owing to the minute specifications relating to the products of other countries. In the case of our trade relations with Germany, we depended largely, as a matter of fact, upon the bi-annual renewal of a general assurance of most-favoured-nation treatment.

In the present Treaty, infinitely better terms have been secured for and by Great Britain. This is due to the fact that the British negotiators have not failed to urge upon their German colleagues consideration of two important factors:

(i.) Foreign need of British loans and credits, which could be withheld from all nations unwilling to accord fair treatment to British goods; and

(ii.) The potentialities of the safeguarding of Industries Act and other measures.

A realisation by the Germans of these factors led to the formal and definite recognition in the present Protocol of what is due by Germany (and, impliedly, by all foreign countries) to Great Britain in return for the free markets she offers to foreign trading nations. It is upon this recognition that the claims of Great Britain to the lowest German tariffs upon all essential British products or groups of products have been based and accepted by the Reich, in a formula which admits of no loopholes as in the past; whether it is a question of our woollen and other textiles, of our sports articles, of our motor-cycles, of our spirits, or of similar groups. The advantage of this general formula is that it is water-tight, although general, and permanent, a character which minor specifications, as encountered in other treaties and the ordinary most-favoured-nation clauses, cannot be said to possess.

MUTUAL CONCESSIONS.

Great Britain also secures from Germany what she did not enjoy there in the pre-war era—namely, freedom and, at any rate in theory, equality of opportunity for her services, such as merchant shipping, banks, marine and other forms of insurance. Germany will no longer be able to discriminate in such matters as the emigrant traffic from or across her territory. In return, Germany will obtain from Great Britain the repeal of all discriminatory legislation against ex-enemies, under such heads as banking, merchant seamen, and non-ferrous metals. To Germany this will bring moral as well as material advantages.

The Commercial Treaty comprises thirty-one articles. The Protocol, embodying the principles on which the Treaty is based is naturally a much shorter document.

Regarding the controversy over the 26 per cent. levy on exports, the British Treasury issued on December 3rd the following statement:—

The British and German Governments have agreed that the practicability of some alternative method to the existing procedure under the German Reparation (Recovery) Act, not involving payments by individual merchants, should be discussed by the German Government with the Agent-General and the Transfer Committee, and that the British Government thereafter, if satisfactory arrangements can be reached, will endeavour, with a view to an understanding with regard to any modification which does not diminish the payments to the British Government."

It will be seen from the above that the British Government, while willing to meet the German objection that at present the levy operates as a tariff, cannot accept any periodic lump sum arrangement, the amount to be based on the official trade statistics, which might be considered by the Agent-General and the Transfer Committee to be "cash" payments, and therefore liable by them to stoppage on the ground that it was an exchange operation, or to seizure for the benefit of American priority in respect of occupation costs, or Belgian priority in respect of Reparations. Under the Dawes Report the Reparation Recovery Act is assimilated to deliveries in kind to our Allies, and it may be recalled that such payments are not to be required of Germany during the two initial years.

WEMBLEY'S GUARANTORS.

If Wembley is closed down this year, a call of 20s. in the £1 of the guarantees will be necessary. Lord Stevenson, chairman of the Standing Committee of the Exhibition, states: "With an increase of the Government subsidy there is every chance, in his opinion, of the liability of guarantors being reduced, if not wiped out altogether."

The balance-sheet shows that the Union of South Africa made a profit of £23,000 on the South African Pavilion at the Wembley Exhibition, nearly enough to pay for the continuance of the pavilion next year.



The Expression of Pleasure

"The face is the mirror of the mind," I read somewhere, sir, and it is quite true. When you get a Kensitas for the first time you look at it suspiciously, as it were, sir. Then you light up—after the first whiff your face changes to what I might call, sir, the "Kensitas" expression. Then I can see from your face that you are pleased and satisfied . . . that Kensitas are "as good as good cigarettes" can be."

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January 14th, at 4.30 p.m.

EXTRA MATINEE

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DEAREST TEA FOR 20 YEARS.

Headed "Dearest Tea for 20 years," the Daily Mail gives prominence to the fact that tea is now more than 6d. higher than in May. It points out by statistics that there cannot be a shortage of supply. The paper quotes a broker as saying that tea is now nearly a shilling dearer than it should be according to the law of supply and demand. The Daily Mail concludes by stating that the Royal Commission on Food Prices may possibly inquire into the matter.

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CHINA'S INCREASING TRADE IN WOOLLEN GOODS.

[FROM THE "CHINESE ECONOMIC BULLETIN."]

With the advance in the purchasing power of China, the Chinese are now taking very readily to woollen goods, chiefly for outer wear. This is seen from the upward trend of imports, which is so promising that the trade considers that before very long China's position among importers of woollens will be of very great importance. The people in this country are more and more appreciative of the utility of woollen garments, and with the growth of industrialism and foreign trade in China, they are now in a position to buy what were formerly expensive luxuries. Until a decade ago cotton clothing was almost universally used, but Customs statistics show that imports of cotton goods have been declining for the last three years, while imports of woollens, on the contrary, have been steadily rising. Shipments of woollen goods to China last year were four times those of 1920 both in value and quantity. More than two-thirds of these imports came from Great Britain. The Yorkshire manufacturers are now looking to China as a customer of first importance. The figures for 1924 are likely to prove that their confidence has not been misplaced, for the British trade papers report that during the three months ended September China purchased 12,000,000 square yards, or nearly six times as much as in the previous quarter. This extraordinary increase in demand is the main reason for the return to full time of the Bradford mills. Other countries occupy only minor places in this trade, Germany being second and France third. The cheapest qualities are the most in demand, although it is expected that the best products of the Bradford looms will be called for within a few years' time.

Some of these woollen imports, of course, are used for making foreign-style suits and overcoats for foreigners resident in China, but their number is so small that it cannot be taken as a cause for the sudden upward trend of imports. Moreover, the number of foreigners in China has increased very slowly in the last few years. It is in the increasing demands of the Chinese, therefore, that the cause of the abnormal calls on British woollen mills must be placed. The Chinese in the big cities, particularly in the industrial centres, are adopting foreign-style woollen clothing more and more, while those who still cling to the Chinese gown and other clothes in Chinese style are having them made with woollen cloth, where formerly only cotton cloth was used. Many grades of woollen cloth for Chinese gowns have now been standardized, known as "Black Venetian," which is the chief material used in winter for trousers worn by servants, shopkeepers, and others of this class. It was formerly the practice for Chinese in northern and central China to line their long silk and cotton gowns with fur, but now heavy woollen gowns are making fur linings unnecessary. With the advance in the price of fur, this tendency should become more pronounced.

The declared values of woollen imports, including Hk. Tls. 5,256,479 of yarn, during 1924 amounted to Hk. Tls. 19,420,000, which recalculated at average values ten years ago was equivalent to Hk. Tls. 9,533,000. In 1913 China actually bought woollen goods to the value of Hk. Tls. 4,880,000. Some items show very large increases. Flannel imports in 1924 were 23 times greater in value than in 1914, and imports coming under the heading of miscellaneous woollen piece goods had a value six times greater last year than ten years before. The following figures show the extent of woollen imports into China, including yarns, during the past few years:

	Hk. Tls.	Hk. Tls.
1913	4,880,000	1,401,000
1914	1,725,000	1,544,000
1915	2,294,000	1,534,000
1916	3,877,000	1,534,000
1917	3,201,000	1,488,000
1918	3,014,000	1,607,000
1919	4,791,000	2,252,000
1920	7,405,000	2,558,000
1921	8,794,000	4,269,000
1922	10,042,000	9,337,000

The prospects of a greatly swollen trade in the last quarter of this year were spoiled by the recent troubles, which have held up buying, and foreign woollen importers in the coast cities have considerable stocks which a few months back they did not count on having to hold over. Estimates by woollen dealers in Shanghai are that 70 per cent. of the stocks in godowns, although mostly brought in at the direction of purchasers, are undeliverable on the original orders. Most of these stocks are light weight goods, and without doubt will be held over until the 1925 season. Buying on the part of Chinese dealers usually begins after the Chinese New Year, which this year comes on January 24th. With the unexpected hold-over, prices to buyers at present have been cut to a narrow margin, and some importers, in order to realise on stocks, have been willing to sell near, or even under, cost. It is generally conceded, however, that the present trade depression is artificial, and with the return of normal conditions, it is expected that demand will again assert itself.

Chinese dealers in the areas affected by the war have of course placed but few orders recently, as they expect that consumer buying during the coming season will be curtailed, as earnings have been reduced, and savings have had to be used by the people in the stricken areas, which are China's most prosperous sections. A pronounced weakness has been felt in the market since the summer, the decline having begun to make itself noticed about the first week in July. In the spring, notably in May, there was a fairly good trade, and black velvet and long silks, for instance, were strongly in demand.

The difficulties in which some of the woollen importers find themselves are due in part to the methods of financing practiced. These methods, however, are likely to be continued, as they make business promotion in normal times much

(Continued on next column).

CROWN COLONIES.

PURCHASE OF REQUIREMENTS FROM INDIA.

The annual conference of the Associated Chambers of Commerce of India and Ceylon concluded in Calcutta on December 18th.

Mr. S. H. Taylor, on behalf of the Upper India Chamber of Commerce, moved a resolution:

"That representations be made by the Government of India to the Colonial Office, London, whereby the present regulations necessitating the purchase of public requirements for His Majesty's Crown Colonies through Crown Agents in London be so modified that Colonies shall be free to purchase their requirements either in their local market or abroad as was the case until the year 1905."

Mr. Taylor said that up to some nineteen years ago India manufactured and supplied a fairly large proportion of the requirements of the Public Services in certain Crown Colonies such as Singapore and East Africa, Ceylon, Mauritius, the Straits Settlements, Hongkong, Singapore and other territories administered by the Colonial Office. That business was, however, brought to an abrupt termination by the decision of the British Government in 1905 that all supplies to those territories would in future be procured through the Crown Agents in London. Certain firms in India took the matter up strongly with the Colonial Office, who then agreed to permit manufacturers in India to submit samples and quotations through accredited agents in London, but this procedure was found to be impracticable and it was alleged that the Crown agents maintained an unfriendly attitude towards Indian tenders possibly as the result of political pressure by home manufacturers. In very few cases were tenders called for from the London agents of manufacturers in India and since 1912 no invitations to tender had been received by the London agents of any of the members of his Chamber. In no case so far as their information went, was the rate quoted by successful tenders made public and all requests for this information on behalf of the members had been refused. This of course was resented by some of the Crown Colonies.

In conclusion, Mr. Taylor said, it was an obvious fact that on account of its geographical situation, wealth of raw material and the rapid development of its manufacturing resources, India was in a particularly advantageous position to supply many of the articles required by the Crown Colonies in the Eastern Hemisphere. Not only the intransigent attitude of the Crown Agents prevented the re-establishment of a fairly extensive trade. If merchants and agents in those Colonies were allowed to tender for goods which were not made locally, India would be in a position to compete with home manufacturers on an equal footing. His Chamber would, however, go further and urge that the Colonies concerned should have the option of arranging direct with manufacturers for all supplies.

The resolution was carried.

more active than would otherwise be the case. It is the custom for foreign importers to give the piece goods whole sale, nearly all of whom are Chinese, 30 days credit after the goods arrive. The Chinese merchants aim to sell almost immediately so that they may pay the importers before this period has expired. They usually pay in pounds sterling when their credit term expires. As sterling is not a money current in China, Chinese merchants must convert their money after agreement on the exchange rate with the importing firm, which takes place any time after the order has been sent to the factory abroad. Most of the woollen piece goods now in Shanghai warehouses were ordered in 1923 when exchange was around 3s. 1/2d. to the tael. The rate has lately gone up 12 per cent. The rate above that figure, so that if dealers settled exchange rates early, they paid more than if they had waited. It is said that most of them settled accounts in this fashion.

It is interesting to examine the tendency in the various items grouped together under woollen imports. There were 2,575 pieces of cambric and hanting imported in 1913, while the Customs last year did not record a single arrival of these in all China. Woollen stockings, long silks and woollen Spanish stripes all long silks and woollen Spanish stripes all long silks and woollen Spanish stripes all

	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924
Brackcloth, medium, habit and Russian cloth	10,493	174,160	9,517	29,24	9,517	29,24	9,517	29,24	9,517	29,24	9,517	29,24
Cambric and hanting	1,849,034	4,104,030	n/a	9,310	9,310	9,310	9,310	9,310	9,310	9,310	9,310	9,310
Woollen coatings and suitings	18,498	22,701	18,498	22,701	18,498	22,701	18,498	22,701	18,498	22,701	18,498	22,701
Woollen flannel	1,445	39,805	1,445	39,805	1,445	39,805	1,445	39,805	1,445	39,805	1,445	39,805
Woollen lappings	393	4,192	393	4,192	393	4,192	393	4,192	393	4,192	393	4,192
Long silks	1,693	59,368	1,693	59,368	1,693	59,368	1,693	59,368	1,693	59,368	1,693	59,368
Woollen Spanish stripes	1,489,833	3,923,791	1,489,833	3,923,791	1,489,833	3,923,791	1,489,833	3,923,791	1,489,833	3,923,791	1,489,833	3,923,791
Woollen goods, unenumerated												

ARTILLERY COMPANY, H.V.D.C.

The Engineers, Mounted Infantry, and Infantry of the Hongkong Volunteer Defence Corps have often been before the eyes of the Colony during the past year, both in the Press and in propria persona.

The Gunners' work, though equally praiseworthy, has so far been unsung, and it is felt that some publicity should be given to the performance of a very important branch of the Defence Corps.

The original Hongkong Volunteer Corps, raised in 1862, was an Artillery Corps. There are two interesting photographs hanging in the Officers' Mess, the one showing a parade in the Happy Valley, and the other portraying a group of bewhiskered officers. Unfortunately, the names of the latter are not recorded, and if there are any old inhabitants in the Colony who could identify any of the latter, a visit to Headquarters would be very welcome.

Since the days of these worthies, the science of Artillery has made enormous strides, and the soda water bottle snapper cannon, fired with a black powder charge, seem like prehistoric relics when compared with the modern weapons which are manned by the Artillery Company to-day.

Although the ancient weapons have vanished, one link with their era remains and is preserved in the Sergeants' Mess. This is the Artillery Cup, which was presented to the Corps for competition between sections by Sir Hercules G. R. Robinson in 1884.

After a lapse of some years, the competition for this cup was revived this season, and a keen contest took place at Ping Shan Artillery Camp on Sunday, December 14th.

There are two sections in the Company, the original section, now known as the City Section, and a newly-formed section, the Ping Shan Section. Both spent the week end of December 13th/14th at Ping Shan Camp with the 25th Heavy Battery R.A. Saturday afternoon was spent in practice of moving warfare, and detachments were introduced to the intricacies of mule teams. After dark a lecture on battery organisation was given by the Instructor of Gunnery, the Cup Competition was explained. The Company were Mess R.A.

The tactical scheme for the Competition was as follows: The Artillery Company formed the advance guard artillery of a force advancing Southward along the Fanling-Castle Peak Road. Opposition was encountered about the village of Nai Wa, and the first task of the gun was to shell this village. This operation was naturally carried out with blank ammunition. The advance having been resumed, the Battery Commander suddenly saw a party of hostile infantry advancing over the foot-hills. The guns were off the mark and in action with very praiseworthy rapidity. Of the ten rounds fired, six were effective, including one burst right in the middle of the targets. The battery then proceeded along a side track, to give close support to the infantry. A hostile map-shed was located, and a further change of gun was made. Effective neutralisation began from the 3rd round, and one round fell only five yards from the target.

The detachments, during these shoots, were strictly marked down for any faults by the Instructor in Gunnery, and in spite of this the City Section won the cup with 99 per cent. of marks, with the City Section in close attendance with 80 odd per cent.

It is hoped that these lines will catch the eyes of prospective recruits, and that they will enroll themselves at Volunteer Headquarters, Garden Road. Twenty men are required to bring the unit up to strength, and forty to give it a percentage spare.

A GOVERNOR-GENERAL'S SURPRISE

What actually took place in front of the palace of the Governor-General of the Dutch East Indies at Batavia on a fortnight ago, was reported in nearly all the papers, says a Java exchange. One night, at about 8 o'clock, His Excellency was returning to the palace, and the sentry on duty near the entrance to the palace challenged him. The Governor-General said he was the "G.G." The sentry, a new soldier, replied, transferred from an outstation, replied, "I don't know you, come nearer for my inspection." His Excellency had to go nearer to him without receiving any salute first, and to his surprise the soldier said, "Anyhow I believe you this time," and the salute was at last given to His Excellency. The next day this new soldier was sent for, by his superior. He was thereafter ordered to have a good view of His Excellency's big photograph from 4 p.m. till 5 p.m. at the palace for 14 days.

KUALA LUMPUR RAILWAY STRIKE.

The strike at the Central Workshops is nearing the end of its third week, the 2,000 odd men in the loco department having struck work on December 11th, reports the Malay Mail of December 26th. There does not seem to be any likelihood of the strike coming to an end in the near future. Those men who have been in want are being fed by sympathisers, and to-day a definite move appears to have been made by the men, when about fifty of them paraded the streets of Kuala Lumpur with tom-toms begging for alms. No committee has yet been appointed to go into the men's grievances, and the committee made up by the Labour Controller, the General Manager of Railways, and the Protector of Chinese, have not been able to do much as the men continue to be only but they are gathering all the necessary information for a settlement in the event of the men returning to work meanwhile, as suggested.

INTIMATIONS

WAR DEPARTMENT CONTRACTS.

SEALED TENDERS will be received at the Office of the O.C. R.A.S.C. Headquarters Office, Victoria Barracks, Hongkong, until 12 o'clock noon on 29th JANUARY 1925, for the Supply of 9,000 Bags of FLOUR for delivery between February 1st and March 31st, in One or More Consignments, direct ex ship to the R.A.S.C. Supply Store, Queen's Road.

Tender Forms and any necessary information may be obtained at the above Office between the hours of 10 a.m. and 1 p.m. Daily. Sundays excepted. 11686

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of Sale by Public Auction to be held on MONDAY, the 12th day of January, 1925, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Kau Pui Shek in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot	Locality	Boundary Measurements	Area in square feet	Annual Rent	Upset Price
1	Kau Pui Shek	100 ft. by 100 ft.	10,000	12	1,200
As per sale plan.					

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As per sale plan.					

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MOTOR BOAT about 32' x 8' x 5'. Good Sea Boat Speed 9 Miles. Kerosene Engine. THE HONGKONG TUG & LIGHTER CO. LTD. 11685

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5 ROOMED HOUSE. Modern Sanitation. Apply F. A. MACKINTOSH, Mackintosh & Co., Ltd. 11686

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TO LET.

TO LET—One SINGLE ROOMED OFFICE on 1st Floor, No. 14/15, PRINCE STREET.

Apply—PROPERTY OFFICE, JARDINE, MATHEWS & Co., Ltd. 11687

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A S. During the North-East Monsoon there is always a possibility of North-bound Steamers Running Short

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HONGKONG BOARD OF
EDUCATION.TEACHING OF PORTUGUESE AT
BELILIOS SCHOOL.
COMMITTEE TO CONSIDER MATTER.

The question of the teaching of the Portuguese language at the Belilios School was again raised at a meeting of the Board of Education, which took place yesterday afternoon in the Post Office Building, under the chairmanship of Mr. E. Ralphs (Inspector of English Schools).

Other members present were: Mr. A. R. Cavalier (Inspector of Vernacular Schools), Mr. T. W. Pearce, O.B.E., L.L.D., Mr. U. Ramjaha, Mr. B. Wylie, Dr. A. D. Hickling, M.B.E., Captain A. E. Watta, Mr. L. Forster, Mr. E. F. Aucott, and the Secretary, Mr. G. P. de Martin.

The Chairman said he regretted to have to say that Mr. Orme, their Chairman, was still unwell, and he was sure they would all join with him in expressing sympathy, and the hope that he would speedily recover.

He was also sorry to announce that Mr. Silva Netto had found himself obliged, owing to the limited time at his disposal, to resign from the Board. Mr. Silva Netto had been a member of the Board since its inception, and had done very useful work. Personally he was very grateful to him for his assistance and advice, which had been always given freely.

Mr. Airey's appointment as a member of the Board recently terminated and His Excellency the Governor had been pleased to appoint Mr. E. F. Aucott in his place. Mr. Airey had been of great help to the Board, and he hoped that Mr. Aucott would be a worthy successor.

To return to general matters, during the Christmas holidays at Kowloon Junior School one child was reported as suffering from diphtheria, and a letter was sent to the parents of all the children attending the school, informing them that it was considered advisable that, before returning to school, all children should be medically examined. The Schoolmistress had been instructed to allow no pupils to attend unless a certificate from a medical practitioner was produced. The correspondence on that subject he would lay on the table.

Continuing, the Chairman said that at the last meeting of the Board reference was made to the formation of a Class V. at the Quarry Bay School, and members expressed the opinion that a new mistress should be appointed. A fully qualified mistress had been added to the staff and was doing good work at the school. He might also say that the temporary premises occupied had been extended.

THE SCHOOL YEAR.

Mr. Wylie said that, with the Chairman's permission, he would like to give notice of the following question to go forward to the next meeting: "That in view of the Chairman's observations at the November meeting of the Board, and in view of the existing indefinite relations between examination dates at the end of the term, will the Chairman be prepared to recommend that the School year end at the conclusion of the Summer term and the examinations take place then?"

The Board then went into Committee. The Chairman referred to the question of the teaching of the Portuguese language at the Belilios School, which was brought up at the last meeting of the Board. The question was left over for consideration. More inquiries had been made as to whether there was any demand for that language to be taught. The result of the inquiries might be considered satisfactory, but in order that the matter might be adequately considered, he proposed that a Committee be appointed to ascertain what the parents concerned thought, and whether or not they desired that the Portuguese language should be taught to their children.

Dr. Pearce asked what means would be taken to meet the parents concerned, or to get from them a proper reply to the necessary questions.

The Chairman said he thought that should be left entirely to the Committee and members of the Committee, who could write individually to parents or ask the parents concerned to meet them.

Mr. Wylie seconded the proposal, and said he was surprised that they did not have more information on this matter at the meeting. He had expected that at this meeting they would have had something in the nature of a report from the Department. He was not at all satisfied on the question of the teaching of Portuguese. It would be interesting to know whether these people were desirous of continuing this subject, and it would also be interesting to know whether anything in the nature of an examination had been carried out. Had there been any success at all in the subject?

The Chairman said that some of the pupils expressed themselves as willing to continue their studies in the Portuguese language.

Mr. Wylie asked whether, in the event of this instruction being continued, there would be any difficulty in getting a Portuguese teacher.

The Chairman said he thought he was in a position to get a thoroughly qualified Portuguese teacher.

Mr. Wylie thought that they ought to go into the matter very carefully. He thought they should send a questionnaire to the parents of the children concerned.

Dr. Hickling said it would be interesting to know whether classes for the teaching of Portuguese children their own language had been attended at other schools with success.

(Continued at foot of next Column.)

QUEEN'S ROAD ROBBERY.
THIEVES STEAL GOODS WORTH
OVER \$3,000.

BURGLARY AT LOCK HING'S.

Following closely on the daring robbery, reported in the *Daily Press* on Tuesday, at Messrs. Whiteaway, Laidlaw's, another audacious coup was carried out on Tuesday night in Queen's Road Central.

The victims in this case are the Lock Hing Co., of No. 33, gold and silver smiths and manufacturers of blackwood ware. Gold and jade ornaments of the approximate total value of \$3,000 were stolen from one show-case in the shop by the thieves, who possibly came with that one case in mind, for they disregarded all the others.

The most valuable object stolen was a fine gold bracelet, priced at \$1,500, and the remainder of the loot was made up of gold and jade pieces at prices ranging from \$25 to \$200. All the valuables stolen could easily be carried in two men's pockets.

The thieves, who are believed to have comprised one grown man and a small boy, are believed to have entered a block of general offices above Lock Hing's premises approached by an entrance and stairway at the side of the shop. Having reached the first floor, occupied by the offices of Messrs. d'Almada and Mason, solicitors, and Dr. M. H. Chan, Dental Surgeon, they let themselves out of a window on the landing which looks onto a little passage-way about 2 feet in width.

They must then have braced their bodies against the opposite wall (a *Daily Press* representative who inspected the place yesterday morning realized that this would be no very difficult feat for one of ordinary agility) and forced a window immediately below in the ground floor of Messrs. Lock Hing's shop.

They then found themselves on the top of some tall showcases, down which they clambered to the floor. Having rifled at their leisure the showcases which they sought, they calmly unfasted the front door and walked away with their booty.

An official of Lock Hing & Co. told the *Daily Press* that the coup must have been effected between the hours of 7 p.m. on Tuesday and 7 a.m. yesterday—the respective times at which the shop was closed for the night and re-opened in the morning. No night-watchman was employed by the firm, our informant stated.

The offices overhead are occupied by several Chinese firms, and the street door is open at all hours. Detective Inspector Pinnett is in charge of the case.

SECURITIES WORTH \$70,000.

Later enquiries by a *Daily Press* representative elicited the information that in addition to the jewellery, the thieves stole certain promissory notes and other securities of a face value of about \$70,000.

These, however, are not negotiable, and even if they are not recovered, the Company will suffer no loss, as the documents will be renewed in the ordinary way.

ARMED ROBBERY.

THEFT OF JEWELLERY AT
WANCHAI.

At 8 o'clock last night three men, two of whom are said to have been armed with revolvers, called at No. 32, Irving Street, Wanchai. While the two armed men "held up" the occupants, their confederate collected money and jewellery to the value of \$160. As soon as the robbers had left, the matter was reported to the Police.

ROBBERS IN KOWLOON.

TWO PORTUGUESE LADIES LOSE
VALUABLES.

Two robberies took place in Kowloon on Tuesday. Mrs. Silva Netto, of Carnarvon Buildings, reported to the Police yesterday, that her flat was entered on Tuesday night. A gold wedding ring and a platinum ring set with 5 diamonds were stolen. The two rings are valued at \$307.

ANOTHER VICTIM.

The other victim was Mrs. P. M. C. Ribeiro, of No. 8, Carnarvon Villas. In her statement to the Police, Mrs. Ribeiro alleges that her home was visited on Tuesday night and articles to the value of \$98 stolen. The nocturnal visitor or visitors removed a marble clock, 40 gramophone records, a cocktail-shaker and a cruet stand.

The Chairman pointed out that the Committee might very well make inquiries with regard to the teaching of Portuguese at other schools. Portuguese was being taught at the Italian Convent.

Mr. Wylie said that he took it that this was the first time it had been suggested that Portuguese should be taught in a Government School.

A Committee was appointed comprising Mr. Wylie, Mr. Ramjaha, Mr. P. G. de Martin, Mr. Silva Netto's successor, and Mr. Aucott.

The Chairman announced that the next meeting of the Board would be held in their new offices in Queen's Road Buildings.

LOCAL SPORT.

CRICKET.

ARMY v. THE NAVY.

The annual two days' match between the Army and the Navy was concluded on the Hongkong Cricket Club's ground yesterday, the Navy winning by 41 runs. A feature of yesterday's play was the collapse of the Army, handicapped by the absence of Cockell, in their second innings, and the fine bowling of Cantrell, who took 5 wickets in this innings for 45 runs. Full scores:—

NAVY.

1st Innings.

Lieut.-Comdr. Jotham, c Fritz, b Henslowe	15
Capt. West, R.M., c Smith, b Henslowe	7
Lieut. Wauchope, b Rowe	3
Lieut. Abelson, l.b.w. Jacob	24
Lieut. Gush, b Rowe	0
Pay-Lt.-Cdr. Hargreaves, not out	68
Capt. Lake, b Jacob	17
Col. Cantrell, b Rough	0
Comdr. Barrett, c Cockell, b Rowe	8
Mid. Simms, c Stripp, b Fritz	9
Lt. Gould, l.b.w. Fritz	0
Total	152

Bowling Analysis.

	O.	M.	R.	W.
Q.M.S. Jacob	15	3	44	2
Henslowe	8	1	32	2
Capt. Rowe	9	1	33	3
Rough	9	0	25	1
Fritz	3	0	17	2

ARMY.

1st Innings.

Q.M.S. Stripp, b Cantrell	33
Q.M.S. Fritz, c Gould, b Hargreaves	8
Sergt. Cockell, c Jotham, b Hargreaves	1
Major Hattersley-Smith, c Jotham, b Hargreaves	15
Lieut. Chidson, run out	32
Lieut. Alfroe, c Jotham, b Cantrell	7
Lieut. Henslowe, c Wauchope, b Cantrell	38
Lieut. Smith, c and b Cantrell	7
Capt. Rowe, c Gould, b Cantrell	5
Mr. Gr. Rough, b Hargreaves	1
C.S.M. Jacob, not out	20
Extras	20
Total	180

Bowling Analysis.

	O.	M.	R.	W.
Cantrell	20	2	73	5
Hargreaves	17	0	68	4
Gould	4	0	10	0

NAVY.

2nd Innings.

Lieut.-Comdr. Jotham, c Rowe, b Smith	43
Capt. West, b Rowe	37
Lieut. Wauchope, b Rowe	3
Lieut. Abelson, c Hattersley-Smith, b Rowe	10
Pay-Lt.-Cdr. Hargreaves, c Stripp, b Jacob	24
Lieut. Gush, c Henslowe, b Jacob	8
Capt. Lake, not out	38
Col. Cantrell, b Jacob	2
Comdr. Barrett, b Henslowe	10
Mid. Simms, c Rowe, b Fritz	1
Lieut. Gough, c Stripp, b Henslowe	10
Extras	12
Total	201

Bowling Analysis.

	O.	M.	R.	W.
Jacob	23	2	71	3
Henslowe	13	1	45	2
Rowe	15	1	37	3
Fritz	5	0	27	1
Smith	2	0	9	1

THE ARMY.

2nd Innings.

Q.M.S. Fritz, c and b Cantrell	31
Lieut. Chidson, b Hargreaves	23
Q.M.S. Stripp, c Abelson, b Cantrell	2
Lieut. Henslowe, c Jotham, b Lake	27
Major Hattersley-Smith, c Cantrell, b Hargreaves	26
Lieut. Alfroe, c Cantrell	7
Lieut. Smith, b Cantrell	0
Capt. Rowe, c Cantrell, b Hargreaves	6
Mr. Gr. Rough, b Cantrell	1
Q.M.S. Jacob, not out	0
Sergt. Cockell, absent	5
Extras	5
Total	132

Bowling Analysis.

	O.	M.	R.	W.
Cantrell	16	1	45	5
Hargreaves	11	1	44	3
West	2	0	20	0
Lake	3	0	18	1

H.K.C.C. v. KOWLOON C.C.

The following will represent the Hongkong C.C. in this match on their own ground on Saturday next commencing at 2 p.m.:—R. Hancock (capt.), T. E. Pearce, R. E. A. Webster, F. N. Young, F. F. Stewart, W. Galloway, J. D. Humphreys, Capt. R. F. Walker, Rev. T. B. Powell, G. B. More and G. R. Piercy.

A CRICKET DECISION

LEFT-HANDER'S CHANGE TO RIGHT HAND.

The Yorkshire Cricket Council has received a ruling from the M.C.C. in connection with the case in which a left-hand batsman, in playing an off ball, turned the bat round and hit as a right-hander. The M.C.C. upheld the decision of the umpire, who gave the batsman out for obstruction and unfair play.

LOCAL BARRISTER REBUKED.

IMPINGING ON THE TERRITORY
OF SOLICITORS.IMPINGING ON THE TERRITORY
OF SOLICITORS.

When judgment was given yesterday in the case in which Messrs. W. G. Humphreys & Co. claimed for \$2,218.52 from the Tai Kai firm for goods sold and delivered, the Chief Justice (Sir Henry Gollan) severely censured the action of Mr. N. I. Brewer, barrister-at-law, for directly advising a client.

In the course of the evidence it was stated that Mr. Brewer had replied to a letter written by the plaintiff, to the Tai Kai firm, and His Lordship, in giving judgment, said it surprised him very much to hear of a local barrister directly advising a client, and on further thought his surprise had not diminished. He understood that no question falling within the jurisdiction of the Supreme Court should be dealt with directly, though he understood it could be in Summary Court cases. He thought it undesirable and unnecessary and regretted that any member of the Bar should have impinged upon the territory which belonged to a profession fully capable of dealing with matters of the kind.

His Lordship gave judgment for defendants, without costs, and exonerated those engaged on behalf of the defendants in Court, from blame.

BOARDING HOUSE SUED.

JUDGMENT FOR DEFENDANTS.

In the Summary Court yesterday morning, before the Puisse Judge (Mr. Justice Gompertz) the Tai Tak firm sued the Kam Hoi Boarding House, Yau-matli, for \$343.55 for goods sold and delivered.

Mr. E. A. C. Brook appeared for plaintiffs, and Mr. Leo d'Almada for defendants.

Mr. Brook said the claim was a straightforward one. An account had been running with the defendant firm since April last, and payments on account had been made at various times.

Mr. d'Almada said the defendants denied that the goods had ever been purchased.

The manager of the Tai Tak gave evidence, and said the goods were ordered by Chan Hoi Chow, who represented himself to be master of the firm, and a man named Li Sui Wah, cook and buyer.

Cross-examined, witness said the shroff had several times visited the restaurant, and the accountant had made payments to him. It had never been denied that the goods had been delivered.

His Lordship gave judgment for defendants with costs.

BOATPEOPLE IN TROUBLE.

At the Marine Magistrate's yesterday morning, before Lieut.-Comdr. G. F. Hole, R.N., a junk master and mistress were fined \$5 each, or, in default, five days' imprisonment, for mooring their boats in such a manner as to cause obstruction at Wing Lok steps on the 6th.

Another junkmaster, failed to appear and answer a charge of causing obstruction by anchoring in the Southern Fairway, and the case was adjourned.

For mooring their boats ashore, six cargo junk women and four men of similar vessels were fined \$5 each.

FOOTBALL.

RESULT OF SERVICES' GAMES
YESTERDAY.

Yesterday's games resulted as under:—H.M.S. *Durban*, 2 R.A. 1; H.M. Submarines 4 H.M.S. *Ambrose* 0.

"DURBAN" v. R.A.

At Sookunpoo the *Durban* beat the R.A. by the odd goal in three after extra time. The R.A. lost trim in the first minute of the game but scored soon after, Harris, netting. Half-time: R.A., 1; *Durban*, 0.

In the second half, Lillycrop scored for the *Durban* making the scores one all. Extra time was played and the R.A. lost Tracey in the first minute. Towards the close of the second portion of the extra time, the R.A. failed to convert a penalty for hands and the *Durban*, clearing, went in and scored, Ewen beating Stanton from close range.

SUBMARINES v. "AMBROSE."

On the Navy "A" ground the Submarines had most of the game throughout and beat the *Ambrose* by four goals to nil. Early in the game the Submarines were awarded a penalty for hands and Googlett scored. Bravin headed the ball into the hands of Mortimer, the *Ambrose* goalkeeper, and he dropped it into the net. The interval arrived with the Submarines leading by two goals to nil. Bravin and Dargavill scored for the Submarines in the second half.

BOTH FOR QUALITY AND VARIETY
YOU WILL BE PLEASED WITH
PEEK FREAN'S BISCUITS.

CUSTARD CREAMS	per No. 1 tin	\$1.80
BOURBON	"	1.50
CREAM HORNS	per special tin	1.20
ORANGE & LEMON CREAMS	"	1.40
ASSORTED	"	
FANCY CASTLE TINS	Each	.75
CHOCOLATE BISCUITS	per special tin	1.30
CREAM BRAZIL	per No. 1 tin	1.20
BIG GAME	"	1.40
OSWEGO	"	1.10
COMBINATION	"	1.10
PUNCH & JUDY	"	.35
NOAH ARK	"	.30
MARIE	"	1.00
THIN ARROWROOT	"	.95
SHORTCAKE	"	1.30
PETIT BEURRE	per No. 2 tin	1.70
"	per No. 1 tin	1.00
NICE	per No. 2 tin	1.85
"	per No. 1 tin	1.10
GINGER NUTS	per No. 2 tin	2.10
"	per No. 1 tin	1.10

LANE, CRAWFORD, LTD.

GREEN ISLAND CEMENT CO., LTD.

Best Portland Cement

SHEWAN, TOMES & CO.,

GENERAL MANAGERS,
HONGKONG.

NEW ENGLISH RECORDS

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- 995 IOLANTHE—SELECTION
- 996 PARTS 1-2
- 997 THE PIRATES OF PENZANCE—SELECTION
- 998 PARTS 1-2
- 999 THE MIKADO—SELECTION
- 1000 PARTS 1-2
- 1001 MIDSUMMER MADNESS—SELECTION
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THE TASTES OF ALL MEN

are reflected in their dress. The most varied tastes and deeds are amply satisfied when their clothes are cut and Tailored by Powell's.

LATEST AND EXCLUSIVE
STYLES

NEW ADVERTISEMENTS

FOR SALE AT ONCE.

BEST Offer Possibly Accepted "KELLET MANOR," being No. 183, Mount Kellett, and an Excellent STEEL BEAM, 18ft. 3 in. by 8 in. by 9 in.

Please Apply—
Mr. H. PERCY SMITH,
6, Des Voeux Road Central.
[1700]

WANTED.

WANTED to Purchase Some Second Hand PACKING CASES, Must be Clean and Sound for Packing Articles to take to England.

Please Apply—
Mr. H. PERCY SMITH,
6, Des Voeux Road Central.
[1699]

TO-NIGHT

THE CATHEDRAL HALL
AT 9 P.M.

THE HONGKONG MALE VOICE CHOIR

Assisted by
Mrs. A. M. BOWEN-SMITH—Soprano.
Mr. W. C. ABRAHAM, R.N.—Violinist.
Mr. G. W. BURNETT—Humorous Monologues.

At the Piano—Mrs. STANLEY COLLETT.
Messrs. F. MASON, A.R.C.O., F.T.C.L., and
A.M. BOWEN-SMITH.

Conductor—Mr. STANLEY COLLETT.

Proceeds in Aid of
ST. JOHN'S CATHEDRAL FUNDS.

TICKETS—\$2 and \$1 at ANDERSON'S.

Ticket holders are requested to be in their seats by 8.55 p.m. [1682]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM NEW YORK VIA MANILA.

CONSIGNEES per Company's Steamer, "TITAN," are hereby notified that the Cargo will be discharged into Hoi's Wharf, Kowloon, where it will be at Consignees' risk and subject to Terms and Conditions of Storage at Hoi's Wharf. The Cargo will be ready for delivery from Godown on and after 7th January.

Optional Cargo: All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesday and Friday between the hours of 10.45 a.m. and Noon within the free storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undischarged after the 13th January, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 27th January, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 7th January, 1925. [1695]

NOTICE TO CONSIGNEES.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER "DONGOLA."

ARRIVED HONGKONG ON 7TH JANUARY, 1925.

FROM BOMBAY, COLOMBO & STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their own risk in the Hongkong and Kowloon Wharf and Godowns Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This Vessel brings on Cargo from Persian Gulf ex B.I.S.N. and B. & P.S.N. Co's Steamers.

Optional Goods will be landed here unless Instructions have been given to the contrary 6 hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's surveyors, Messrs. GODDARD & DOUGLAS at 10 a.m. on Mondays and Thursdays.

All Claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godown.

MAACKINNON, MAACKENZIE & CO.,
Agents.
Hongkong, 7th January, 1925. [1702]

HONGKONG JOCKEY CLUB.
ANNUAL RACE MEETING 1925.

ENTRIES for the Forthcoming Races Close on SATURDAY, 10th JANUARY, 1925, at 2 p.m. and must be sent to the SECRETARY, c/o LINSTEAD & DAVIS, Alexander Buildings, on or before This Date.

Entry Forms are now ready and can be had at the JOCKEY CLUB STABLES, RACE COURSE, HONGKONG CLUB, or LINSTEAD & DAVIS. [1622]

NOTICE.

A. B. WATSON & CO., LTD.

ONE Certificate for 600 Shares Nos. 49001/49800 inclusive in this Company, standing in the Name of the Late GEORGE HENDERSON, has been LOST, and if at the Expiration of One Month from the Date hereof the above Certificate not be forthcoming, Another Certificate for the said Shares will be issued by the Company, and thereafter no other will be acknowledged.

A. B. WATSON & CO., LTD.
[1673]

INTIMATIONS

THE CHINESE ENGINEERING AND MINING CO., LTD.

6% FIRST MORTGAGE DEBENTURES (KAILAN BONDS).

PAYMENT of The HALF-YEARLY INTEREST Due on 1st JANUARY, 1925, will be made on Presentation of Coupon No. 25 at any of the undermentioned Banks, viz.:

HONGKONG AND SHANGHAI BANKING CORPORATION, Ltd.,
CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA,
RUSSO-ASIATIC BANK.

BANQUE DE L'INDO-CHINE, Ltd.,
BANQUE BELGE POUR L'ETRANGER.

The Interest, less Income Tax at 6d. in the £, will be—
On £20 DEBENTURES: s. d.
Per Coupon (Gross) 12. 0.
Less Tax at 4/6 in the £ 2. 6 2/6
Net Amount Payable 9. 3 3/6

On £100 DEBENTURES: £. s. d.
Per Coupon (Gross) 12. 0. 0.
Less Tax at 4/6 in the £ 13. 6.
Net Amount Payable £2. 6. 6.

On £500 DEBENTURES: £15. 0. 0.
Less Tax at 4/6 in the £ 3. 7. 6.
Net Amount Payable £11. 12. 6.

Payment will be made in either Dollars or Taels at the Demand, Buying Rate of Exchange of the Day the Coupon is presented.

By Order,
THE KAILAN MINING ADMINISTRATION,
E. J. NATHAN,
Acting General Manager.
[1698]

THE CHINESE ENGINEERING & MINING COMPANY, LIMITED.

6% PER CENT. FIRST MORTGAGE DEBENTURES (KAILAN BONDS).

TWELFTH DRAWING.

NOTICE IS HEREBY GIVEN that, in conformity with the conditions endorsed upon the Debentures, the undermentioned Numbers of Debentures of the total value of £24,000 were drawn on the TWELFTH DAY OF OCTOBER, 1924, at the Office of the Company, No. 22, Austin Friars, in the City of London, in the presence of WALTER FITZMAURICE, Esq., one of the Directors, ALFRED W. BERRY, Esq., Secretary of the Company, and JOHN WILLIAM PATER JACOBUS, Esq., of 7/8, Great Winchester Street, London, E.C.4, Notary Public.

The said Debentures will be paid off at Par on the 31st DECEMBER, 1924, at either of the following places:—

In London: At the Transfer Office of the Company, No. 3, London Wall Buildings, E.C.4.

In Hongkong: At the Office of the Local Board, 13, rue Broderick, Brussels.

In China: At the General Offices of the Company, Tientsin.

5 BONDS OF £500 EACH, NUMBERED:—

28 34 138 214 341

70 BONDS OF £100 EACH, NUMBERED:—

449 568 577 628 673 678
774 798 826 875 879 960
1037 1067 1084 1102 1182 1226
1243 1253 1304 1326 1389 1406
1464 1514 1570 1596 1640 1724
1727 2017 2049 2080 2089 2428
2161 2243 2304 2325 2350 2790
2446 2572 2594 2625 2650 2790
2794 2819 2906 2914 2937 3046
3182 3225 3245 3359 3388 3453
3470 3495 3521 3603 3815 3863
3671 3737 3740 3744

725 BONDS OF £20 EACH, NUMBERED:—

3835 3881 3903 3956 3983 4028
4098 4126 4153 4184 4267 4285
4460 4526 4559 4582 4697 4700
4876 4937 4974 4990 4992 5190
5090 5101 5181 5189 5283 5463
5225 5278 5328 5373 5384 5753
5837 5879 5896 5903 5924 5933
5767 5834 5861 5915 5926 5933
6155 6232 6234 6287 6297 6400
6597 6603 6620 6741 6781 6816
6963 6975 6997 7027 7051 7073
7104 7127 7139 7146 7215 7245
7324 7359 7411 7435 7479 7483
7540 7568 7574 7612 7615 7629
7741 7759 7832 7824 7850 7970
7987 8020 8070 8082 8084 8106
8254 8455 8459 8462 8484 8506
8601 8666 9001 9003 9112 9126
9245 9221 9234 9296 9494 9617
9529 9571 9592 9614 9643 9710
9712 9724 9763 9772 9784 9787
9963 9946 9960 10029 10038 10087
10125 10130 10147 10160 10265 10274
10342 10385 10442 10453 10455 10455
10553 10710 10728 10850 10876 10918
10934 10974 10983 10989 11102 11126
11205 11216 11225 11263 11271 11284
11543 11552 11578 11579 11774 11788
11788 11837 11838 11838 12079 12113
12200 12228 12236 12273 12310 12370
12329 12405 12441 12445 12468 12474
12733 12773 12827 12837 12862 12908
13037 13041 13049 13090 13191 13243
13347 13394 13403 13438 13511 13518
13563 13569 13716 13870 13914 13990
14048 14073 14075 14143 14174 14211
14276 14347 14384 14407 14463 14468
14541 14548 14557 14613 14642 14681
14708 14749 14766 14787 14839 14906
14990 14993 15021 15069 15116 15123
15151 15170 15205 15418 15448 15597
15540 15720 15765 15771 15775 15857
16071 16134 16149 16160 16166 16194
16295 16297 16338 16396 16577 16594
16838 16856 16891 17030 17110 17128
17137 17204 17426 17533 17644 17668
17710 17714 17862 17911 18039 18108
18123 18310 18357 18373 18439 18515
18616 18677 18693 18798 18893 18949
19032 19178 19216 19230 19239 19261
19548 19567 19580 19634 19639 19661
19672 19693 19924 19970 19982 19984
20046 20051 20100 20138 20165 20202

INTIMATIONS

20213	20360	20373	20385	20431	20437
20441	20547	20519	20619	20684	20705
20716	20735	20777	20830	20871	20918
21041	21047	21125	21248	21270	21283
21355	21471	21798	21846	21840	21930
21935	21997	22043	22110	22118	22123
22125	22159	22157	22163	22176	22238
22280	22311	22315	22443	22462	22488
22490	22521	22548	22573	22585	22587
22592	22609	22650	22679	22688	22693
22698	22692	22710	22714	22721	22725
22728	22735	22742	22748	22750	22752
22753	22759	22762	22768	22770	22772
22773	22779	22782	22788	22790	22792
22793	22799	22802	22808	22810	22812
22813	22819	22822	22828	22830	22832
22833	22839	22842	22848	22850	22852
22853	22859	22862	22868	22870	22872
22873	22879	22882	22888	22890	22892
22893	22899	22902	22908	22910	22912
22913	22919	22922	22928	22930	22932
22933	22939	22942	22948	22950	22952
22953	22959	22962	22968	22970	22972
22973	22979	22982	22988	22990	22992
22993	22999	23002	23008	23010	23012
23013	23019	23022	23028	23030	23032
23033	23039	23042	23048	23050	23052
23053	23059	23062	23068	23070	23072
23073	23079	23082	23088	23090	23092
23093	23099	23102	23108	23110	23112
23113	23119	23122	23128	23130	23132
23133	23139	23142	23148	23150	23152
23153	23159	23162	23168	23170	23172
23173	23179	23182	23188	23190	23192
23193	23199	23202	23208	23210	23212
23213	23219	23222	23228	23230	23232
23233	23239	23242	23248	23250	23252
23253	23259	23262	23268	23270	23272
23273	23279	23282	23288	23290	23292
23293	23299	23302	23308	23310	23312
23313	23319	23322	23328	23330	23332
23333	23339	23342	23348	23350	23352
23353	23359	23362	23368	23370	23372
23373	23379	23382	23388	23390	23392
23393	23399	23402	23408	23410	23412
23413	23419	23422	23428	23430	23432
23433	23439	23442	23448	23450	23452
23453	23459	23462	23468	23470	23472
23473	23479	23482	23488	23490	23492
23493	23499	23502	23508	23510	23512
23513	23519	23522	23528	23530	23532
23533	23539	23542	23548	23550	23552
23553	23559	23562	23568	23570	23572
23573	23579	23582	23588	23590	23592
23593	23599	23602	23608	23610	23612
23613	23619	23622	23628	23630	23632
23633	23639	23642	23648	23650	23652
23653	23659	23662	23668	23670	23672
23673	23679	23682	23688	23690	23692
23693	23699	23702	23708	23710	23712
23713	23719	23722	23728	23730	23732
23733	23739	23742	23748	23750	23752
23753	23759	23762	23768	23770	23772
23773	23779	23782	23788	23790	23792
23793	23799	23802	23808	23810	23812
23813	23819	23822	23828	23830	23832
23833	23839	23842	23848	23850	23852
23853	23859	23862	23868	23870	23872
23873	23879	23882	23888	23890	23892
23893	23899	23902	23908	23910	23912
23913	23919	23922	23928	23930	23932
23933	23939	23942	23948	23950	23952
23953	23959	23962	23968	23970	23972
23973	23979	23982	23988	23990	23992
23993	23999	24002	24008	24010	24012
24013	24019	24022	24028	24030	24032
24033	24039	24042	24048	24050	24052
24053	24059	24062	24068	24070	24072
24073	24079	24082	24088	24090	24092
24093	24099	24102	24108	24110	24112
24113	24119	24122	24128	24130	24132
24133	24139	24142	24148	24150	24152
24153	24159	24162	24168	24170	24172
24173	24179	24182	24188	24190	24192
24193	24199	24202	24208	24210	24212
24213	24219	24222	24228	24230	24232
24233	24239	24242	24248	24250	24252
24253	24259	24262	24268	24270	24272
24273	24279	24282	24288	24290	24292
24293	24299	24302	24308	24310	24312
24313	24319	24322	24328	24330	24332
24333	24339	24342	24348	24350	24352
24353	24359	24362	24368	24370	24372
24373	24379	24382	24388	24390	24392
24393	24399	24402	24408	24410	24412
24413	24419	24422	24428	24430	24432
24433	24439	24442	24448	24450	24452
24453	24459	24462	24468	24470	24472
24473	24479	24482	24488	24490	24492

CABLES.

LATEST CABLES.
[THROUGH REUTER'S AGENCY.]

TEST CRICKET.

ENGLAND MAKING GREAT STRUGGLE.

MUTLIFE'S DOUBLE CENTURY.

MELBOURNE, January 7th.

When stumps were drawn this evening, England had scored 259 runs, towards the total of 372 required to win, for the loss of six wickets.

Sutcliffe is not out 114 and Douglas not out 0.

Sutcliffe has scored his third consecutive century in Test Matches, and equalled W. Bardsley's hitherto unique feat, in matches between England and Australia, by scoring a century in each innings. Bardsley's feat was achieved at the Oval in 1906 when he scored 136 and 130 for England against the Australians.

The feature of Sutcliffe's remarkable performance was his defence, which proved as impregnable as the Rock of Gibraltar.

His first 50 runs occupied 2 hours and 40 minutes in the making.

Strudwick was out with the score at 75 for two. At lunch time the board read 121 for 2.

After the interval, Hearne lost his wicket without addition to the score (121 for 3). At tea-time, the score was 200 for 3, the partnership between Woolley and Sutcliffe having added 50 runs in 38 minutes.

Woolley was l.b.w. to A. Richardson with 211 on the board. Hendren remained with Sutcliffe till 251 was reached and Tyldesley left at the same total.

When the first four English batsmen were out leg before wicket, the crowd shouted: "What'll England say?"

The Australian bowling and fielding were both good.

It has proved a very keen battle and there is tense excitement as to the result. Sutcliffe's innings has been the finest display of tenacity and determination seen for a long time. The match has proved the most interesting played for years between England and Australia.

The weather was fine but cloudy. Twenty-one thousand people were present.

The hardness of the wicket caused a good deal of damage to the ball which had to be frequently changed.

Scores to date follow:

AUSTRALIA.	
1st Innings.	
W. Bardsley, c Strudwick, b Gilligan	10
H. L. Collins, c Strudwick, b Tate	9
Arthur Richardson, run out	14
M. Ponsford, b Tate	125
J. M. Taylor, run out	72
Victor Richardson, run out	138
C. Kelleway, c Strudwick, b Gilligan	32
A. E. Hartkopf, c Chapman, b Gilligan	50
J. M. Gregory, c Gilligan, b Tate	44
W. A. Oldfield, not out	39
A. A. Mailey, l.b.w. Douglas	1
Extras	24
Total	600

Bowling Analysis.	
	R. W.
Gilligan	114 3
Tate	142 3
Douglas	95 1
Woolley	89 0
Hearne	89 0
Tyldesley	130 0

ENGLAND.	
1st Innings.	
J. B. Hobbs, b Mailey	154
H. Sutcliffe, b Kelleway	178
F. E. Woolley, b Gregory	0
J. W. Hearne, b Mailey	9
E. Hendren, c Oldfield, b Kelleway	32
A. P. F. Chapman, b Gregory	23
J. W. H. T. Douglas, c Collins, b A. Richardson	8
R. Tyldesley, c Collins, b Gregory	5
M. W. Tate, b A. Richardson	34
A. E. R. Gilligan, not out	17
H. Strudwick, b Hartkopf	12
Extras	12
Total	479

Bowling Analysis.	
	R. W.
Gregory	124 3
Kelleway	82 2
Mailey	141 2
Hartkopf	120 1
A. Richardson	20 2

AUSTRALIA.	
2nd Innings.	
H. L. Collins, b Hearne	30
W. Bardsley, l.b.w. Tate	2
A. Richardson, b Tate	9
M. Ponsford, b Tate	8
J. M. Taylor, b Tate	90
V. Richardson, c Strudwick, b Hearne	0
C. Kelleway, c and b Hearne	17
A. E. Hartkopf, l.b.w. Tate	0
J. M. Gregory, not out	38
W. A. Oldfield, l.b.w. Hearne	39
A. A. Mailey, b Tate	13
Extras	12
Total	250

Bowling Analysis.	
	R. W.
Gregory	124 3
Kelleway	82 2
Mailey	141 2
Hartkopf	120 1
A. Richardson	20 2

AUSTRALIA.	
2nd Innings.	
H. L. Collins, b Hearne	30
W. Bardsley, l.b.w. Tate	2
A. Richardson, b Tate	9
M. Ponsford, b Tate	8
J. M. Taylor, b Tate	90
V. Richardson, c Strudwick, b Hearne	0
C. Kelleway, c and b Hearne	17
A. E. Hartkopf, l.b.w. Tate	0
J. M. Gregory, not out	38
W. A. Oldfield, l.b.w. Hearne	39
A. A. Mailey, b Tate	13
Extras	12
Total	250

(Continued on next column).

REACHES PORT.

GLEN BOAT ARRIVES AT HAMBURG.

LONDON, January 6th.

The s.s. *Glenista*, the Glen liner, bound from Shanghai to Hamburg and which sent out a S.O.S. during the gale on January 2nd, has arrived at Hamburg.

BENGAL LEGISLATURE.

BILL REGARDING HIGH COURT APPEALS REJECTED.

CALCUTTA, January 7th.

The Bengal Legislative Council rejected the Bill to provide for an appeal to the High Court from a tribunal of three Judges.

[A Calcutta message, of December 30th, reads: "The Bengal Legislative Council will meet on January 7th to consider a Bill to give effect to an ordinance, promulgated on October 25th, which legally is effective for six months only."

A Bengal Government memorandum announces that the Bill will provide for an appeal to the High Court from a tribunal of three Judges.

It is generally anticipated that the Council will not pass the Bill, owing to the opposition of the Swarnajists.

CUT THE CACKLE!

FRENCH PRESS GIVE HINT TO FINANCIAL EXPERTS.

PARIS, January 6th.

The papers emphasize the complexity of the agenda before the inter-Allied Financial Conference. The general opinion is that agreement will be reached rather by private conversations between Ministers than by full meetings and speeches.—Havas.

STRONG HAND IN ITALY. NUMEROUS CLUBS CLOSED BY GOVERNMENT.

ROME, January 6th.

The strong hand exercised by the Government in the past few days to maintain order and respect for constituted authority is revealed in the report of the Minister of the Interior, showing that nearly 100 clubs have been closed, 25 organisations dissolved, 120 branches of the Italia Libera Association closed, 111 revolutionaries arrested, 150 cafes closed, and 655 domiciliary searches made.

Parliament will reassemble on January 12th, to discuss the electoral reform bill.

EARLIER CABLES.

RECONSTRUCTION OF CABINET.

ROME, January 6th.

The Cabinet has been reconstructed solidly Fascist, with the exception of Signor Denava, Minister of Public Economy, who belongs to a section of the Popular Party loyal to Premier Mussolini.

Meanwhile, the ultra-Fascists are demanding stronger measures against the Opposition.

Demonstrations by the Fascists in Venice paraded, shouting for the appointment of the extreme Fascist Farinacci as Minister of Interior.

It appears that a plenary meeting of the Opposition has been convened for tomorrow.

WATERS ON THE NILE.

COMMON GROUND REACHED ON GEZIRA SCHEME.

CAIRO, January 6th.

Common ground has been reached and an agreement is in sight between the Government and the Residency on the question of the extension of the Gezira irrigation scheme, and the apportionment of the Nile water between Egypt and the Sudan.

Resignations from the Wafd are increasing, owing to the alleged open republicanism of the majority of Zaghlulists.

Bowling Analysis.	
	R. W.
Tate	89 6
Gilligan	40 0
Tyldesley	6 0
Hearne	84 4
Douglas	9 0

ENGLAND.	
2nd Innings.	
J. B. Hobbs, l.b.w. Mailey	22
H. Sutcliffe, not out	114
H. Strudwick, l.b.w. Gregory	11
J. W. Hearne, l.b.w. A. Richardson	23
F. E. Woolley, l.b.w. A. Richardson	50
E. Hendren, b Gregory	18
R. Tyldesley, c Ponsford, b Mailey	0
J. W. H. T. Douglas, not out	10
Extras	10
Total (for 6 wks.)	259

Bowling Analysis.	
	R. W.
A. P. F. Chapman, M. W. Tate, A. E. R. Gilligan, to bat.	0

1 1 2 4 5 6
34; 76; 121; 211; 254; 254.

POLITICAL SITUATION IN CHINA.

[FROM THE "DAILY BULLETIN."]
READY TO HAND OVER.

PEKING, January 6th.

Ma Fu Hsiang has telegraphed asking Tuan Chi Jui where the office of co-Director of the North-West Frontier is to be established.

Ma Fu Hsiang has also sent Chou Kuo Lin to Peking to inform Tuan Chi Jui that he is ready to hand over to Li Ming Chuan.

FENGTIEN TROOPS MOVING.

It is reported that Hu Ching Yi has telegraphed to the Government asserting that Fengtien troops are being moved westward along the Lungshai Railway, and asking for an explanation.

REMOVALS OF STRIFE.

The situation in Peking appears brighter, although there are fresh rumours of impending strife between Li Ching Lin and Sun Yueh.

Chang Tso Lin is still at Tientsin.

FAR EASTERN CABLE NEWS.

[FROM THE "DAILY BULLETIN."]

OBITUARY.

MR. ROBERT IRWIN.

TOKYO, January 6th.

The death is announced of the veteran American, Mr. Robert Irwin, at the age of 81 years, who for over 50 years had been in residence in Tokyo.

Deceased was formerly adviser to the Commercial Department, when he was closely associated with the work in developing foreign-trade relations with the late Marquis Inouye and other leaders in this country.

LATEST CABLES. [REUTER'S AMERICAN SERVICE.]

INDOOR ATHLETICS.

FINLAND CHAMPION LOWERS MORE RECORDS.

NEW YORK, January 6th.

At indoor boarded floor athletics, Paavo Nurmi, Finland's Olympic champion, won the mile in 4min. 10secs. Joy Ray (America) was second, beaten by three yards. Nurmi also won the 5,000 metres event in 14 min. 44.3-secs. Both times are world's indoor records.

EARLIER CABLES.

VALUE OF POUND.

PROPOSAL TO RESTORE GOLD PARITY.

WASHINGTON, January 6th.

According to information reaching American officials here, the visit of the Rt. Hon. Mr. Montagu Norman, D.S.O., Governor of the Bank of England, is connected with a proposal whereby British Governmental and financial interests would restore the pound sterling to its gold parity in the near future.

AMERICA AND MEXICO.

EQUITABLE USE OF RIO GRANDE WATERS.

WASHINGTON, January 6th.

President Coolidge has designated three special commissioners to arrange with the Mexican commission "for the equitable use of the Rio Grande waters below Fort Quitman."

U.S. POSTAL EMPLOYEES.

SENATE FAIL TO PASS PAY BILL.

WASHINGTON, January 6th.

The Senate failed to pass the Postal Pay Bill over the President's veto, the voting being 55 to 29 in favour, thus just lacking the necessary two thirds majority.

Consequently, the salary increases of postal employees will now depend on the enactment of a measure to advance pay and postal rates simultaneously.

SUEZ CANAL RATES.

TARIFF TO BE REDUCED IN APRIL.

LONDON, January 7th.

It is announced that the Suez Canal transit dues will be reduced 25 centimes from April 1st.

CANTON NEWS.

[FROM OUR CHINESE CORRESPONDENT.]

FIRES IN 1924.

Canton, in 1924, had 135 fires, destroying 1,364 houses. Some 686 houses were destroyed during the Red massacre of Canton merchants, on October 15th last, when the Kuomintang Bolsheviks set fire to many places in order to force the Merchants' Volunteers to retreat. Of the other houses destroyed, some 146 were at Honan, the southern section of the twin city of Canton.

SNOW IN KWANGTUNG.

Snow to the depth of nearly a inch fell at Nanyang and Chihing, Northern Kwangtung, on January 1st and 2nd, when a number of men of Dr. Sun Yat Sen's Red Army suffered death from lack of warm clothing and proper food, according to reports from those places. It appears that some detachments could neither advance nor retreat because of enemies in surrounding districts cutting them off from their basis of supplies.

Private school premises are to be taxed. In the past, when Canton had a government, the authorities for a time went so far as to provide grants in both money and land to institutions of learning doing well. In those days schools were not taxed at all.

The Superintendent of Education in Canton, on behalf of Foo Man Business College, an institution of junior grade, is asking the authorities to exempt the school house from being sold as property belonging to the public, in consideration of the good work the college is doing and the possibility that the school will have to close down altogether when the teachers and their students are ousted from premises which, it is said, really belong not to the public but to the ward committee of the section of Canton known as the Sze Mei. The school is endowed by income from the four temples in the immediate district.

BELATED RELIEF.

The committee of Canton, Hongkong, and Macao Chinese for the relief of sufferers by the massacre of October 15th last at Canton did not do anything for them until January 5th, when it announced that it would open rice depots for cheap sale of rice.

DELEGATES TO THE NATIONAL CONFERENCE.

Local reports state that Marshal Tuan Chi Jui, Chief Executive of the Peking Government, has wired General Hsu Chang Chi, a right hand man to Dr. Sun Yat Sen, and General Chen Chiung Ming, an opponent to Dr. Sun, asking each to send two or more representatives to the proposed reconstruction conference to be held in Peking, on February 1st next.

CHEN ISSUING MILITARY BONDS.

General Chen Chiung Ming, who is now in Waichow, is issuing military bonds to the amount of \$2,000,000. Some of these bonds are stated to be finding buyers in Canton, and the order has been issued to stop further sale of enemy bonds in the city.

ANOTHER VOLUNTEER MOVEMENT.

Mr. Lee Oi, a returned student from America, formerly a magistrate in Hoken, is organizing a large force of people's and merchants' volunteers in towns around Kungmoo, by instigation of General Leung Hung-Kai, the commander of troops in the big for districts of Kwangtung known as the Sze-yang, with headquarters at Kungmoo. General Leung is nominally a subordinate of Dr. Sun Yat Sen, but it has been reported that he is opposed to the present reign of terror created by the Bolsheviks following Dr. Sun. Mr. Lee's volunteers will be used to check further lawlessness on the part of the Kuomintang terrorists. Mr. Lee is a member of the Kuomintang, but he has been opposed to the extreme faction in the party. He is also opposed to the introduction of Bolshevism into the Southern provinces of China.

PIRACY.

Another piracy occurred within the harbour limits of Canton early this week, when a Chinese launch, named *Ngar Yee*, flying the British flag, was taken by bandit troops disguised as Yunnanese mercenaries. The launch was taken to a place some 15 miles north-west of the city, and later released after 22 passengers of prosperous appearance had been put ashore as captives and the rest relieved of all valuables. The launch was plying between Canton and villages to the west, with Char-ting as the terminal.

A THOUSAND QUAKE.

JAPAN'S HUGE RECORD FOR THE YEAR.

According to the Choshi Observatory, near Tokyo, the number of quakes in the year 1924 down to December 17th instant reached 1,087, probably a record for the time since seismology became a science. The shocks aggregated 135 in June and 234 in August. Up to June the quakes were mostly the after-tremors of the great shock of September last year and those occurring since August have been largely caused by the activity of the submarine seismic zone in the Sea of Kashima.

Eighty-eight shocks were felt in January, 62 in February, 73 in March, 72 in April, 63 in May, 135 in June, 72 in July, 234 in August, 93 in September, 69 in October, 25 in November, and up to December 20th.—Japan Chronicle.

OUR LONDON LETTER.

BRITISH OPINION AND THE TROUBLE IN EGYPT.

THE FIRM ACTION OF THE GOVERNMENT.

[FROM OUR OWN CORRESPONDENT.]

LONDON, November 27th.

BRITAIN IN EGYPT.

Public opinion here heartily endorses the action of the Government in regard to the murder of Sir Lee Stack, Sirdar of the Egyptian Army and Governor-General of the Sudan. The ultimatum promptly sent to the Egyptian Government, coupled with firm action by Lord Allenby, the High Commissioner, acting under instructions from the Cabinet in London, pleased and satisfied the country. It has offered a striking contrast to the far too conciliatory attitude which has been conspicuous in British foreign policy in recent years.

There were people abroad who formed the notion that this country was weak, unable or unwilling to uphold British prestige abroad, or avenge injustice done to British nationals. The pastboard puppet dancing to the tune called by Zaghul Pasha at Cairo have found that there is a limit to patience and that forbearance is not to be mistaken for impotence. Reports received in London from various countries abroad tend to show that the strong and swift action taken in Egypt has had the most salutary effect on foreign opinion.

THE GUARDIAN OF THE GATE.

Perhaps the most satisfactory feature of the way the Egyptian affair has been handled is the approval accorded British action by other countries with interests in Egypt. It appears to be conceded that we are rightly there not only because of the immense stake we have on our own account, but also because we are really international custodians responsible in the last resort for the safety of the lives and property of all foreigners.

For some time the security of the cosmopolitan population in Cairo and elsewhere was endangered. The Egyptian Government appeared unable to enforce law and order as required under the terms of the settlement by which such a large measure of self-government was granted two years ago. The step then taken was based on optimism which experience has proved to be mistaken. The Egyptians are incapable of self-government as the term is understood among peoples who have advanced politically. Zaghul Pasha aimed at getting rid of British rule in Egypt and the Sudan lock, stock and barrel, and therein made the mistake of his life. Just as if Great Britain ever could be mad or stupid enough to lose control of the Suez Canal!

A STRONG GOVERNMENT.

People are saying what a good thing it is that we have a Conservative Government in power to deal with affairs in Egypt, not to speak of Russia. It is not exactly pleasant to think what might have happened had the Labourites been in office when Sir Lee Stack was murdered and immediate steps had to be taken by Whitehall. I do not suppose for a moment that the members of the late Government would have been less conscious of what it was necessary to do, but their fatal handicap was a fear of the extremists among their own followers.

Mr. Chamberlain is applauded on all sides for the evidence he has given, both in the Moscow and the Cairo Notes, of high capacity and a realisation of what the name of Britain means in the world. In the case of Moscow the door is not shut on new negotiations, but they must be based on a complete understanding by the Soviet that we will stand no nonsense of revolutionary propaganda or bad faith. If Russia will come out into the open and behave according to the accepted standards of international honour, then trade and diplomatic relations can proceed. The firm line taken by Mr. Chamberlain raises British prestige; and it is felt here that it will have a good effect throughout the Empire as well as in the Far East, and particularly in India.

THE LEAGUE OF NATIONS.

In certain quarters in this country the very has been raised that the Egyptian business should have been referred to the League of Nations for consideration and ultimate decision. This has been cabled to Egypt, and, needless to say, the suggestion has been eagerly seized upon there. It is also said that we should not have asked for such a large indemnity from the Egyptian Government, that, in fact, half-a-million pounds was too much. But all this and a good deal more in the nature of criticism of the British action in the matter represents such a small section of opinion that it merely serves to emphasise the solidity of the nation as a whole in warm support of the Government action in Egypt.

The talk about the League of Nations is purely nonsense, which cannot for a moment impose upon anybody possessed of knowledge of the facts that govern our relations with the rulers of Egypt. When independence was granted to the Egyptians in 1922 there were important reservations which were to be dealt with at a subsequent date. These included the safety of foreigners, for which the Egyptian Government were to assume responsibility; the Sudan which we refused to place under Egyptian domination; the question of the Suez Canal and irrigation in the Sudan. All these questions were still in abeyance when the present trouble arose, and the crisis was precipitated by the murder of Sir Lee Stack. The questions are entirely of domestic concern as between Britain and Egypt, and, as outsiders have no hand or part in the issues involved, the League of Nations cannot have any concern in the matter at all. This is a point that cannot be too strongly emphasised.

BANK OF ENGLAND.

There has been an exodus of clerks this week from the Bank of England and a preliminary to the reconstruction of the building. Some hundreds of

the staff are being accommodated in offices in Finsbury Circus. The great undertaking now about to be commenced comprises the demolition of the internal buildings, which are exceedingly strong, and the erection of a new block on the same site. It is expected that the work will occupy many years, and it has been rendered necessary to provide more accommodation for the staff.

For a long time various departments of the Bank of England have been lodged in different parts of the city, which was, of course, highly inconvenient. The reconstruction scheme involves the excavation of ground below the existing strong-rooms, so that when completed there will be three floors of strong rooms underground, the lowest being forty feet below the surface. The buildings above ground will rise to a height of 100 feet.

THE ORIGINAL SCHEME.

When the plans for the alterations were first put forward strong opposition was raised by eminent architects and others, who protested against altering the Bank of England's appearance for sentimental and artistic reasons. These objections have been overcome by the decision to retain Sloan's massive outer wall, erected when the Bank was first built. This it will be found that while the interior of the Bank will be entirely remodelled and enlarged, the appearance from the outside streets will remain unchanged.

The central block is to be larger and higher, but the old wall running round the site will still stand, and therefore the "Old Lady of Threadneedle Street" will continue to present the same imposing appearance to passers-by. It is also satisfactory to lovers of ancient traditions that many of the original banking-halls, ante-rooms, and courts will remain without any alteration. This also applies to the famous "parlour" in which the governors of the Bank of England have held meetings and talked in millions for generations.

PRESS AND GOVERNMENT.

The corps of London journalists who specialise in political and diplomatic intelligence are perturbed because Mr. Baldwin's Government are inclined to revert to the bad old plan of keeping Fleet Street at a safe distance from Downing Street. During the war and since it has been the custom to inform the journalists after a Cabinet meeting what were the subjects under discussion, and—provided public policy permitted—what were the decisions arrived at. The idea is an excellent one, because it curbs the sensation-monger, and prevents the notorious lying jade Rumour from creating mischief on

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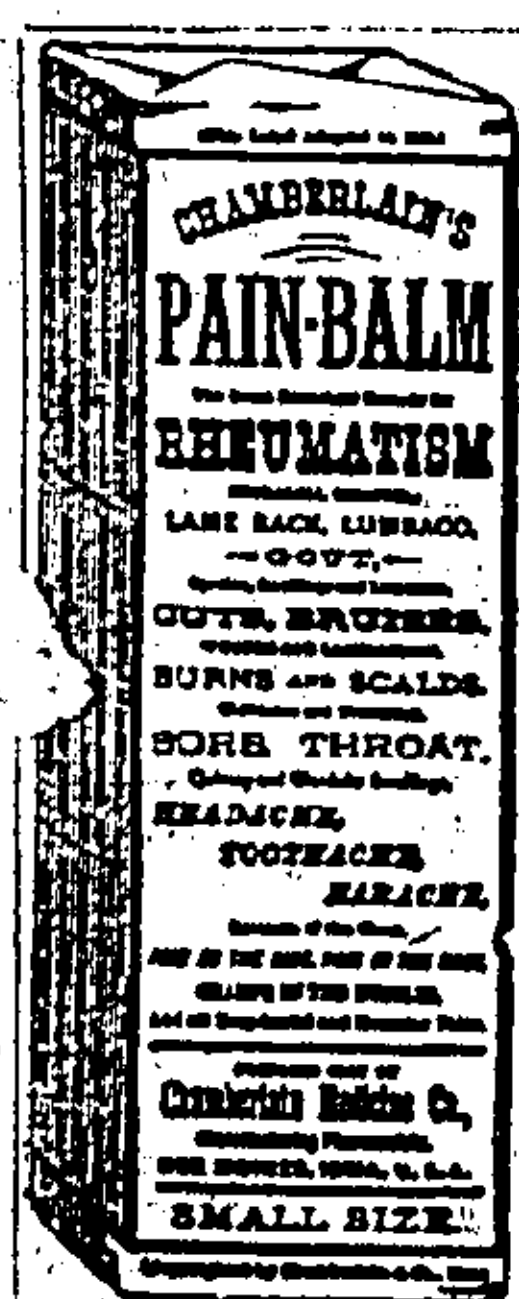
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THE OLD-TIME RAILWAY MAN.
CURIOUS FACTS OF THE SERVICE.

[BY J. J. CLARK IN THE "MANCHESTER CITY NEWS."]

The centenary of the first public railway on which a steam locomotive was employed is to be celebrated next year. A hundred years is not a long time in the life of an industry, but while the pioneers of so stupendous a change in the habits of the people, the Stephenson, Brunel, Fosters and their contemporaries had full justice done to them, little has been said about the rank and file, the men who stood on the footplates of the early engines or laid the rails or carried the luggage of the passengers. The glamour of romance had shed a halo round the heads of the coachman and guard of the stage coach, though the details of their lives must have been prosaic in the extreme, for they were not always bowling along well-made roads through trim scenery in summer weather. Rain, snow, fog, floods, and mud made up most of their portion, varied by an occasional spill.

Charles Dickens revealed in the jolly life of the road and the posting inn, and the savings of Mr. Weller, senior, are household words to-day. But poets disliked intensely the early railways, and even the son of the inventor of the steam engine permitted himself to speak of the "confounded gash" one of them made across the landscape. The driver and stoker of the locomotive were not quite so grimy and oily as they are necessarily to-day, for coke was burnt, and not coal, but no one wrote sonnets to them or idealized their occupation.

There are signs, however, that Dickens would have done for the railway what he had done for the road and the posting inn. "Mugby Junction," published as the Christmas number of "All the Year Round" in 1868, contains some masterly sketches of railway life. "The Boy at Mugby" from his own pen, gives a most amusing account of the complicated horrors of the refreshment room of the "sixties—the bad sherry, sawdusty sandwiches, gristly pies, and the supercilious manners of the young ladies with their handkerchief hair. Handoline has since followed the crinolines into oblivion.

THE ORIGINAL TYPES.
The first locomotive men were mechanics from the constructing shops, but the bulk of the other grades came directly off the land. The pictures of the typical porter of the period by John Leech make that quite plain. His muscular frame clad in a short jacket and velvet corduroy trousers, and his whiskered, ruddy face, were not the product of town life. The fondness of village dwellers for Biblical names was proverbial, and the old railway pay rolls were plentifully sprinkled with such—Lot, Noah, Levi, Elijah, and the like. There was the case of a railway man who asked for his male infant to be baptised as "Venus." To the shocked expostulations of the curate he answered meekly that his father bore that name. Inquiry indicated that the patriarch in question was named Silvanus, which had been shortened by attrition among his mates so far back that the original name had been almost forgotten.

The railway service from the forties onward enjoyed a unique prestige in the rural districts, which accounted for the eager rush to go "on the line." There had been a profound peace for many years, and the army and navy were cut down to very small dimensions. Emigration had not started on the grand scale, and there were no rival industries to compete with the railway in the adventurous country-bred youth. He saw the line being built that was to take his kindred beyond their immediate environment for the first time in their lives, and his imagination was kindled. Previously his festivities had been limited to the Club Feast at Whitsuntide and the Harvest Home supper. Even in towns the tradesman seldom left his shop except for an occasional jaunt with his family and friends in a hired furniture van to a picnic in the country.

GALLANT CAPTAINS.
The original idea of the railway administration was to use retired naval and military officers as supervisors and stationmasters to instil a rigid discipline into the staff. The employment of these veterans was not altogether a success, though one naval officer left his mark on the rule book of his railway, for he referred in it to the station "astern." There was another distant connection with naval affairs in the Black Country. Before the opening of the Stour Valley line there was a passenger service of flyboats on the canal between Birmingham and Wolverhampton. As with some of Mr. W. W. Jacob's barges the crew consisted of two men, the captain and the mate. On the flyboat service one led the horses and the other steered. When the line was opened at least two of these redundant captains were made stationmasters.

A large portion of the routine and technical terms of the early service was taken from the important carrying houses and stage-coach businesses which were supplanted. Baxendale, the managing director of Pickford & Co., drew up most of the forms and books that were employed. The guard was often transferred without change of title from the road to the rail, and the booking-office was another survival from the old days. Until the pace became too fast the clerk booked the names and destinations of the passengers on a waybill which he handed to the guard before the train started.

THE FORCES OF ORDER.
It was clear that a force would be necessary to keep order and to prevent trespass and theft, and policemen were sworn in. There was some objection at first to the establishment of a separate body of police for the railways. Police forces were being set up throughout the country, and it was considered inefficient "Charles" or "Watkinson" in large towns (Continued on next column).



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traders had united to form private services of their own in the absence of a capable public force. It was said that many of these men were confederates of the thieves and aided them so long as their own employers were not robbed. It was feared that the railway police would become as corrupt as these private watchmen, but they soon justified their appointment.

Besides acting as watchmen these men were the ancestors of the modern signalmen. They moved the switchpoints and authorized the departure of a train provided the previous train had not a clear start of a prescribed number of minutes. The modern signalman is still familiarly known to his associates as the "Bobby" in view of this descent. The man who lays the rails was, and is, called a plate-layer. This term dates from the time of the old colliery tramroads when flat plates of iron, turned up at the sides, were laid on the ground for the wagons of coal to run along.

Such were the beginning of a service which now finds employment for 700,000 people divided into dozens of grades.

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Tientsin	"CHONGSHING"	Saturday	10th Jan. Noon
Manila	"SUANG"	Saturday	10th Jan. Noon
Haiphong via Hoihow	"MINGSANG"	Sunday	11th Jan. 8 a.m.
Tientsin via Swatow	"WOSANG"	Tuesday	13th Jan. 7 a.m.
Bangkok via Swatow	"HANGSANG"	Tuesday	13th Jan. 7 a.m.
Shanghai via Swatow	"TUNGSDING"	Wednesday	14th Jan. 7 a.m.
Straits & Calcutta	"BARRYMORE"	Wednesday	14th Jan. 8 a.m.
Shanghai via Swatow	"LIENSING"	Friday	16th Jan. 7 a.m.
Kobe via Amoy & Hoihow	"NAMSANG"	Tuesday	20th Jan. 7 a.m.
Straits & Calcutta	"LAISANG"	Tuesday	20th Jan. 8 p.m.

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"GLENIFFER"	9th Feb.	London, Rotterdam and Hamburg.	
"GLENOGLE"	19th Feb.	"GLENBEG"	27th Jan.
"GLENSHANE"	10th March.	London, Rotterdam and Hamburg.	
		"GLENHIEL"	15th Feb.
		London, Rotterdam and Hamburg.	

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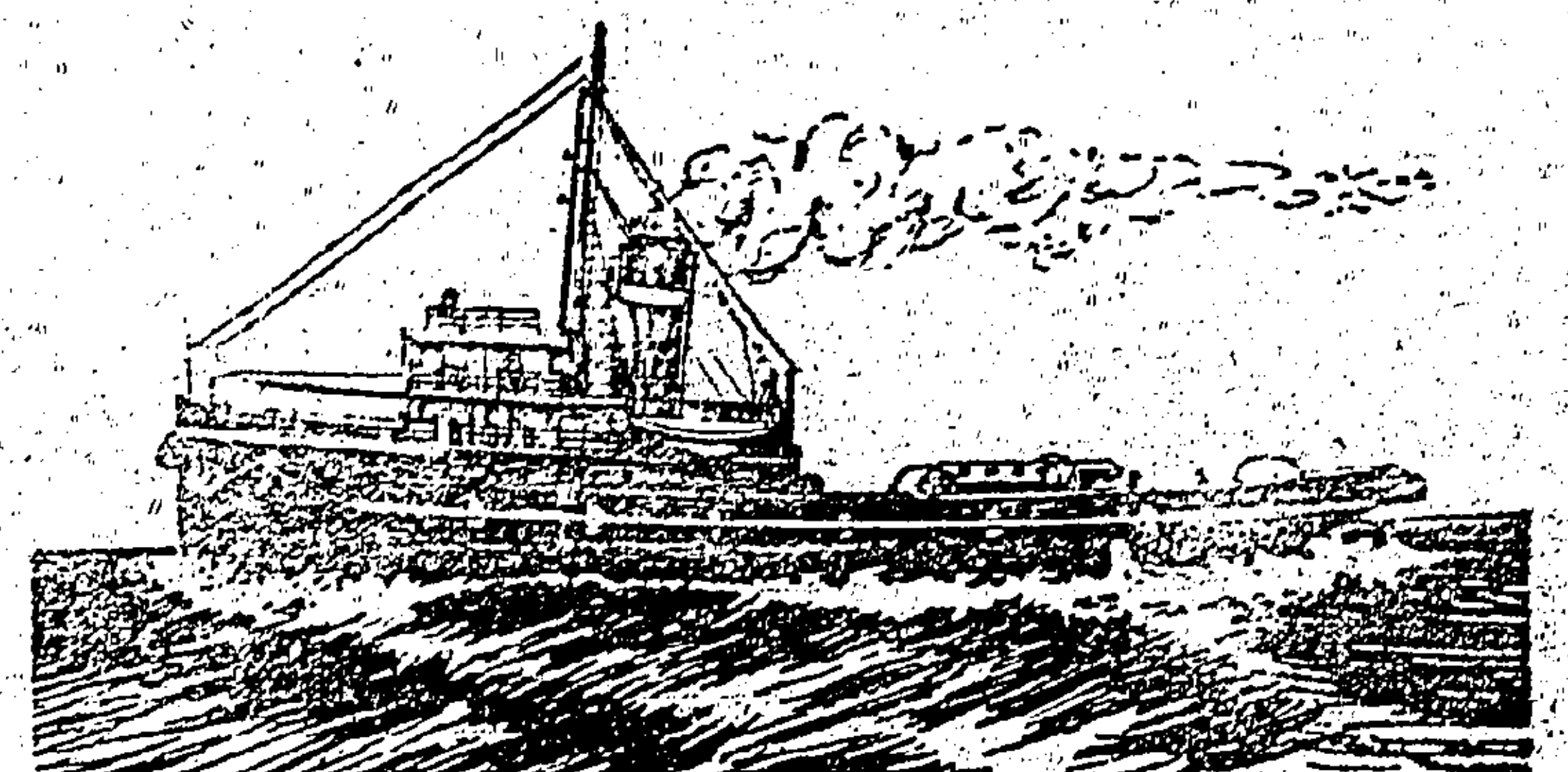
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SHIPPING NEWS

ARRIVALS.

January 6th.
Aizawa Maru, No. 22, Japanese str., 1,228 tons, Capt. T. Furukawa, from Kure, with a cargo of coal, lying at buoy No. 330.—M.B.K.
Atreus, British str., 1,251 tons, Capt. G. H. Salter, from Singapore, which port she left on December 31st, with a general cargo, lying at Holt's wharf.—B. & S.
Chien Tchen, Danish str., 1,111 tons, Capt. R. J. Christensen, from Singapore, with a general cargo, lying at buoy No. 330.—Kien Sang.
Kat Sun, British str., 3,163 tons, Capt. V. McC. Liddell, from Singapore, which port she left on December 31st, with a general cargo, lying at Kowloon wharf.—Jardine, Matheson & Co.
Van Overstraten, Dutch str., 2,820 tons, Capt. A. P. Pronker, from Singapore, which port she left on December 31st, with a general cargo, lying at Kowloon wharf.—Jardine, Matheson & Co.
January 7th.
Donghai, British str., 3,927 tons, Capt. C. P. Cooper, O.B.E., R.N., from Hong Kong, which port she left on December 22nd, with a general cargo, lying at Kowloon wharf.—Mackinnon, Mackenzie & Co.
Gleashed, British str., 3,510 tons, Capt. J. McGregor, from London, which port she left on November 29th, with a general cargo, lying at Kowloon wharf.—Jardine, Matheson & Co.
Haitong, British str., 1,270 tons, Capt. Ellis Walker, from Swatow, with a general cargo, lying at Douglas wharf.—Douglas, LaPrade & Co.
Hengta, Chinese str., from Canton, lying at buoy No. 315.
Hydrangea, British str., 501 tons, Capt. W. Brown, from Swatow, with a general cargo, lying at China wharf.—Jardine, Matheson & Co.
Kaifu Maru, Japanese str., 1,126 tons, Capt. Y. Okada, from Kure, with a general cargo, lying at O.S.K. wharf.—O.S.K.
Kwang Sang, British str., from Canton, lying at buoy No. 37.
Linn, British str., from Canton, lying at buoy No. 319.
Nanung, British str., from Canton, lying at buoy No. 317.
Suanning, British str., from Canton, lying at buoy No. 39.
Taipei, Chinese str., 1,014 tons, Capt. Y. Masaki, from Dairen, with a general cargo, lying at buoy No. 330.—Yue Tai Hong.
Telmachus, British str., 1,340 tons, Capt. A. Hall, from Saigon, with a general cargo and rice, lying at buoy No. 320.—Wo Fat Shing.
Titan, British str., 5,729 tons, Capt. T. G. Wilkinson, from New York and Seattle, the latter port she left on January 3rd, with a general cargo, lying at Holt's wharf.—B. & S.
Xenon Maru, Japanese str., from Canton, lying at buoy No. 314.

CLEARANCES.

January 7th.
Aizawa Maru, for Canton.
Atreus, for Shanghai.
Chengshing, for Canton.
Donghai, for Shanghai.
Empress of Asia, for Shanghai.
Empress of Russia, for Canton.
Gleashed, for Takao.
Haitong, for Kowloon.
Kwang Sang, for Swatow.
Linn, for Shanghai.
Suanning, for Amoy.
Taipei, for Balabacan.
Titan, for Shanghai.
Van Overstraten, for Swatow.

PASSENGERS.

ARRIVALS.
Atreus, Mr. J. Walker and Mr. Mrs. J. N. Gordon.
Chengshing, on January 7th:—Mr. Wolf, Rev. J. C. Brown, Mr. H. E. Parkinson, Mr. H. R. A. Ward, Mr. Beav, Mr. and Mrs. J. A. Plummer, and Mr. J. H. Plummer.
Empress of Asia, on January 7th:—Mr. L. M. Nagami, Mr. Y. L. Ling, Mr. Tse Cheng Fu, Mr. T. C. Mehra, Mr. M. Noor-mahomed, Mr. Patel, Mr. and Mrs. Magill, and Mr. J. Magill.

VESSELS EXPECTED.

Ambrose (M.M.), due today, 6 a.m.
Canton (Swedish East Asiatic Co., Ltd.), due January 20th.
Empress of Australia, due January 23rd.
Empress of Russia, due to-day.
Euryalus (Blue Funnel), due January 24th.
Ixion (Blue Funnel), due to-day.
Kamo Maru (N.Y.K.), due January 13th.
Knight Companion (Blue Funnel), due January 21st.
Morion (Blue Funnel), due January 16th.
Morea (P. & O.), due to-day, 3 p.m.
President Hayes (Dollar), due February 2nd.
President Jackson (Admiral Oriental), due January 24th.
President Madison (Admiral Oriental), due from Manila, to-day, 7 a.m.
President Van Buren (Dollar), due Jan. 19th.
Rhesus (Blue Funnel), due February 6th.
Tatna (B.I. & A.), due January 24th, p.m.
Tyndareus (Blue Funnel), due January 13th.

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT ONLY TO	TO BE DESPATCHED
NEW YORK & BOSTON via PANAMA	Tateno Maru	Jap.	Nippon Yusen Kaisha	On 1st Feb.
NEW YORK & BOSTON	Eastern Prince	Brit.	Princess Line	On 3rd inst.
BOSTON, NEW YORK & BALTIMORE via SUEZ	Irion	Brit.	The Bank Line, Limited	On 17th inst., 11 a.m.
SAN FRANCISCO via SHANGHAI & JAP. PORTS & HIO.	President Wilson	Am.	Pacific Mail S.S. Co.	On 15th inst.
SAN FRANCISCO via SHANGHAI & JAP. PORTS & HIO.	West Jester	Brit.	Strathern & Barry	On 15th inst.
SAN FRANCISCO via SHANGHAI & JAP. PORTS & HIO.	Empress Asia	Jap.	Nippon Yusen Kaisha	On 4th Feb.
VICTORIA & SEATTLE & VANCOUVER via J. PORTS	Shibutsu Maru	Brit.	Butterfield & Swire	On 15th inst.
VICTORIA & SEATTLE & VANCOUVER via J. PORTS	Bluesteel	Brit.	Butterfield & Swire	On 15th inst.
SEATTLE & VICTORIA via SHANGHAI, KORE & YOKOHAMA	President Madison	Am.	Admiral Oriental Line	On 10th inst.
SEATTLE & VICTORIA via SHANGHAI, KORE & YOKOHAMA	Miscellanea	Brit.	P. & O. B. I. & A. L.	On 15th Feb.
MARSEILLES, LONDON, ANTWERP via SINGAPORE, &c.	Chantilly	Brit.	Messageries Maritimes	On 15th inst.
MARSEILLES, LONDON, ANTWERP via SINGAPORE, &c.	Andre Lobon	Brit.	Messageries Maritimes	On 1st Feb.
MARSEILLES, LONDON, ANTWERP via SINGAPORE, &c.	Ambrose	Brit.	Messageries Maritimes	On 14th inst.
MARSEILLES, LONDON, ANTWERP via SINGAPORE, &c.	Habswen Maru	Brit.	The Bank Line, Ltd.	On 13th inst.
HAVRE, LONDON, F.R.M. & HAMBURG	City of Tokio	Brit.	Butterfield & Swire	On 17th inst.
GENOA, MARSEILLES, LIVERPOOL & GLASGOW	Titania	Brit.	Melchers & Co.	On 12th inst.
GENOA, MARSEILLES, LIVERPOOL & GLASGOW	Elphinstone	Brit.	Butterfield & Swire	On 18th inst.
AMSTERDAM, LONDON & HAMBURG	Glenara	Brit.	Jardine, Matheson & Co., Ltd.	On 24th inst.
LONDON, ROTTERDAM, HAMBURG & BREMEN	Ouderkerk	Dut.	Java-China-Japan-Lijn	On 11th inst.
AMSTERDAM, ROTTERDAM, HAMBURG & BREMEN	Tamba Maru	Jap.	Nippon Yusen Kaisha	On 14th inst., 3 p.m.
BOMBAY via SINGAPORE & COLOMBO	Barrymore	Brit.	P. & O. B. I. & A. L.	On 30th inst.
BOMBAY via SINGAPORE & COLOMBO	Takada	Brit.	P. & O. B. I. & A. L.	On 18th Feb.
SINGAPORE, PENANG & CALCUTTA	Sandana	Brit.	P. & O. B. I. & A. L.	On 21st inst.
SINGAPORE, PENANG, COLOMBO, BOMBAY, &c.	Sandana	Brit.	P. & O. B. I. & A. L.	On 13th inst.
SINGAPORE, PENANG, COLOMBO, BOMBAY, &c.	Van Ove straten	Dut.	Java-China-Japan-Lijn	On 8th inst.
SINGAPORE & BELAWAN-DELI	Rosandra	Brit.	Dodwell & Co., Ltd.	On 13th inst., D.L.
BRINDISI, VENICE & TRIESTE	Chengsin	Jap.	Butterfield & Swire	About
SHANGHAI, CHEFOO & TIENTSIN	Taiwa Maru	Jap.	Yamashita Kisen Kaisha	About
HAIPHONG via HONGKONG & PAKHOI	Chukwa Maru	Jap.	Jardine, Matheson & Co., Ltd.	On 30th inst., 11 a.m.
HAIPHONG via SWATOW & AMOY	Maasang	Jap.	Nippon Yusen Kaisha	On 4th Feb.
AUSTRALIAN PORTS via MANILA	Aki Maru	Brit.	P. & O. B. I. & A. L.	On 17th inst.
AUSTRALIAN PORTS	St. Albans	Brit.	Butterfield & Swire	On 8th inst.
AUSTRALIAN PORTS	Changsha	Brit.	Butterfield & Swire	On 13th inst., Noon
SHANGHAI, KORE & YOKOHAMA	Tottori Maru	Jap.	Nippon Yusen Kaisha	On 24th inst.
TIENTSIN via SWATOW & SHANGHAI	Wongang	Brit.	Jardine, Matheson & Co., Ltd.	On 15th inst.
MOI & KORE	Tilawa	Brit.	P. & O. B. I. & A. L.	On 7th Feb.
SHANGHAI, MOI & KORE	Malwa	Brit.	P. & O. B. I. & A. L.	On 21st Feb.
YOKOHAMA, SHANGHAI, KORE & MOI	Kashgar	Brit.	Dodwell & Co., Ltd.	About 14th inst.
SHANGHAI & DALNY	Rumidin	Dut.	Java-China-Japan-Lijn	About 20th inst.
MOI & KORE	Tukumbank	Brit.	P. & O. B. I. & A. L.	On 10th inst.
SHANGHAI, MOI & KORE	Talua	Brit.	P. & O. B. I. & A. L.	On 9th inst., 4 p.m.
YOKOHAMA, KORE, MOI & SHANGHAI	Morea	Brit.	P. & O. B. I. & A. L.	On 15th inst.
SHANGHAI, MOI & KORE	Isla de Panay	Jap.	Botelho Bros.	On 10th inst., 7 a.m.
YOKOHAMA, KORE, MOI & SHANGHAI	Chengshing	Brit.	Jardine, Matheson & Co., Ltd.	About 31st inst.
TIENTSIN	Tikumbank	Brit.	Jardine, Matheson & Co., Ltd.	On 11th inst., 9 a.m.
HAIPHONG via HONGKONG	Mingang	Brit.	Butterfield & Swire	On 13th inst., 11 a.m.
SWATOW & SINGAPORE	Kwanang	Brit.	Butterfield & Swire	On 13th inst., 11 a.m.
SWATOW & SINGAPORE	Haitong	Brit.	Douglas LaPrade & Co.	On 9th inst., 1 p.m.
SWATOW, AMOY & PAKHOI	Haitong	Brit.	Douglas LaPrade & Co.	On 21st inst., 2 p.m.
SWATOW, AMOY & PAKHOI	President Lincoln	Am.	Pacific Mail S.S. Co.	On 5th inst.
MANILA	Empress Russia	Brit.	Canadian Pacific O.S. Ltd.	On 10th inst., Noon.
MANILA	Suisang	Brit.	Jardine, Matheson & Co., Ltd.	On 25th inst.
MANILA	President Jackson	Span.	Botelho Bros.	On 3rd Feb.
MANILA, SINGAPORE, COLOMBO, &c.	Legaspi	Span.	Strathern & Barry	On 12th inst.
MANILA, ILOILO, CEBU & ZAMBOANGA	West Chupak	Brit.	Strathern & Barry	On 12th inst.

WEATHER REPORT.

January 7th at 13.00.—Pressure has decreased slightly over Japan. It has increased slightly elsewhere.
 The anticyclone has strengthened over N.E. China and weakened over Japan.
 Fresh monsoon will continue along the S.E. coast of China and over the N. China Sea.
 Hongkong rainfall for the 24 hours ending at 18 hours, Jan. 7th, 0.00 inch. Total since January 1st, 0.47 inches, against an average of 0.17 inches.
 The forecast for the 24 hours ending at 18 hours, Jan. 8th, is as follows:—
 District Forecast
 (N.E. winds, fresh)
 Hongkong to Gap Rock { overcast, improving later.

Formosa Channel { do.
 South coast of China { do.
 South coast of China { do.
 Hongkong and Hainan { do.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, January 7th.

Barometer ... 30.11 30.14 30.12
 Temperature ... 52 50 48
 Humidity ... 79 85 72
 Wind Direction ... NNE NNE WNW
 Force ... 2 1 2
 Weather ... 0 0 0
 Rain ... 0.04 0.00 0.00

Highest open-air temperature on 6th ... 53
 Lowest open-air temperature on 7th ... 50

HONGKONG TIDE TABLE.

From January 8th to 14th, 1925.

HIGH WATER. LOW WATER.

Days of Week. Days of Month. H'kong. Standard Time. Height. H'kong. Standard Time. Height.

Thurs. 8 m. 9 14 4 12 15 m. 3 8 1 7 15

Fri. 9 m. 9 50 4 3 m. 3 58 1 4

Satur. 10 m. 10 25 4 3 m. 4 9 1 1

Sun. 11 m. 10 53 4 3 m. 4 41 1 0

Mon. 12 m. 11 34 4 3 m. 5 14 1 6

Tues. 13 m. 10 18 4 3 m. 5 40 1 3

Wed. 14 m. 10 54 4 3 m. 5 19 1 1

11 39 4 3 m. 5 53 1 3

Shipping Movements.

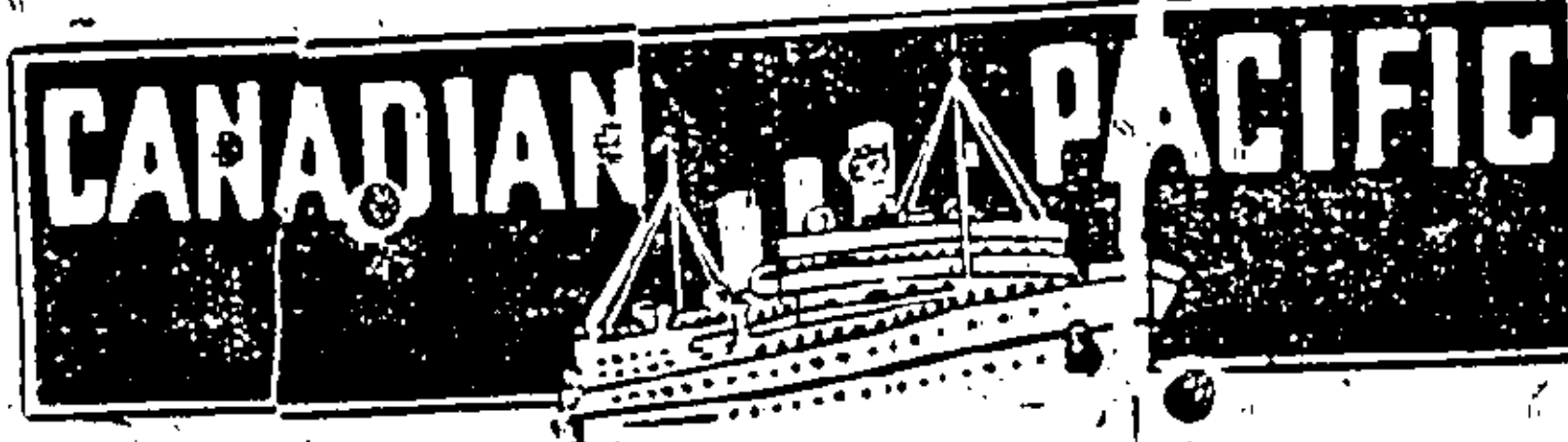
The s.s. *Patroclus* (Blue Funnel Line), left Liverpool on the 3rd inst. for Singapore, Hongkong, Shanghai and Dalny, and is due to arrive here on or about February 3rd.

The P. & O. s.s. *Macedonia* left Shanghai for this port on Tuesday (January 6th) at 4 p.m., and is due to arrive here to-day (January 8th), about 4 p.m.

NEW B.I. VESSEL.

Displacing 8,000 tons and capable of a speed of 18 knots, the new oil burning vessel *Talanda*, built by the British India Steam Navigation Company for the improvement of their Far Eastern mail service, arrived in Calcutta on December 15th with a full complement of passengers from London including many recruits to the Indian Army.

Despite heavy weather in the Bay of Biscay and a further threatening spell accompanied by torrential rain en route to Madras from Colombo, the *Talanda* made good time on her maiden voyage. With three funnels she presents a trim and graceful appearance.



HOME VIA CANADA

Hongkong to England
 via Shanghai, Kobe, Yokohama, Vancouver, Montreal & Quebec.
 From Hongkong to Vancouver: Jan. 8 Jan. 25 Montrealurier Feb. 6 Feb. 13
 From Vancouver to Montreal: Jan. 23 Feb. 9 Melita Feb. 19 Feb. 26
 From Montreal to Quebec: Feb. 6 Feb. 23 Montrealurier Mar. 6 Mar. 13

Other Atlantic sailings every few days to Liverpool, Southampton, Glasgow, Belfast, Antwerp, Cherbourg and Hamburg.

Allocation of cabins on Atlantic steamers held here and through tickets sold. Early reservation necessary.

Two Trans-continental Trails Daily.
 Standard Sleeping Cars, Compartments and Drawing Rooms.
 Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

The EMPRESS OF ASIA will sail from HONGKONG at DAYLIGHT, TUESDAY, JANUARY 8th.

HONGKONG-MANILA SERVICE

From Hongkong to Manila: Dec. 26 Dec. 29 EMPRESS CANADA Dec. 29 Dec. 31
 From Manila to Hongkong: Jan. 11 EMPRESS CANADA Jan. 12 Jan. 14
 From Hongkong to Manila: Feb. 7 EMPRESS CANADA Feb. 8 Feb. 10

Passenger Department: Tel. 762. Freight and Express: Tel. 42. Cables: GACANPAC. Cables: NAUTILUS.

KONINKLYKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA.)

THE STEAMSHIP VAN OVERSTRATEN.

15th January, 1925

For SINGAPORE, PENANG and BELAWAN-DELI DIRECT

Offers excellent Saloon accommodation.

All lower berths. Doctor carried.

English cuisine. Wireless telegraph.

1st Class Fare to Singapore—\$100.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) Services to all destinations in the Netherlands East Indies and Australia.

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HONGKONG WEEKLY PRESS.

CONTAINING ALL THE WEEKS LOCAL NEWS.

The Paper to read Home.

CALIFORNIA ORIENT LINE

Operated for
 UNITED STATES SHIPPING BOARD
 By Pacific Mail Steamship Co., Managing Operators.

HONGKONG TO SAN FRANCISCO

SHANGHAI, KOBE, YOKOHAMA, HONOLULU.
 S.S. "PRESIDENT LINCOLN" ... January 17th (at 11 a.m.)
 S.S. "PRESIDENT WILSON" ... January 31st (at 11 a.m.)
 Sailing and Fare subject to Change Without Notice.

LOW FARES TO EUROPE

LOCAL EQUIVALENT OF

£120 £112 £110

WITH STOP OVER PRIVILEGES AT PORTS OF CALL AND POINTS IN UNITED STATES.

VISIT SAN FRANCISCO LOS ANGELES SALT LAKE CHICAGO NEW YORK
 CONNECTING WITH ANY DIRECT TRANS-CONTINENTAL RAILWAY AND ATLANTIC STEAMERS.
 VISIT YOSEMITE GRAND CANYON FEATHER RIVER YELLOW STONE PARK NIAGARA FALLS.

HONGKONG-MANILA

S.S. "PRESIDENT LINCOLN" ... January 21st, at 2 p.m.

For Full Information regarding Rates, Space, etc., Apply to—

PACIFIC MAIL STEAMSHIP CO.

1st Floor, QUEEN'S BUILDING, HONGKONG.
 Cable Address: "SOLANO." Tel. Central 141. Canton Agents: HOLYOAK, MASSEY & CO. LTD.

SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai, Japan ports.

Through Bills of Lading issued to all Overland common points in U.S.A. and Canada.

Through passage rates to Europe via America G \$416. G \$420. G \$440.

SHIDZUKA MARU ... Wednesday, 4th Feb., at 11 a.m.

YOKOHAMA MARU ... Tuesday, 27th Feb., at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore Ports.

BAKUSAN MARU (Calls Rangoon) ... Wednesday, 14th Jan. at 11 a.m.

RIKUNO MARU ... Wednesday, 23rd Jan. at 11 a.m.

HAMBURG via LONDON & ROTTERDAM.

LIVERPOOL via ADEN & MARSEILLES.

SYDNEY & MELBOURNE via Manila Ports.

AKI MARU ... Tuesday, 30th Jan., at 11 a.m.

MISHIMA MARU ... Wednesday, 18th Feb.

NEW YORK & BOSTON via PANAMA.

TATSUNO MARU ... Saturday, 10th Jan.

BUENOS AIRES via Singapore, Durban & Cape Town.

BOMBAY via Singapore, Penang & Colombo.

TAMBA MARU ... Sunday, 11th Jan.

PENANG MARU ... Wednesday, 21st Jan.

CALCUTTA via Singapore, Penang & Rangoon.

GENOA MARU ... Friday, 9th Jan.

OSAKA MARU ... Sunday, 15th Jan.

NAGASAKI, KOBE & YOKOHAMA.

MISHIMA MARU ... Wednesday, 14th Jan.

SHANGHAI, KOBE & YOKOHAMA.

TOTTORI MARU ... Saturday, 10th Jan.

KAMO MARU ... Wednesday, 14th Jan.

ASUKA MARU ... Thursday, 15th Jan.

KATORI MARU ... Tuesday, 27th Jan.

For further information, apply to—

Telephone: Central Nos. 292, 293 & 2422. Y. YAMAMOTO, Manager.

TO EUROPE—£120—£112—£110

First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monoclass and Second Class on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodation and Booking Arranged.

TO MANILA

"PRESIDENT JACKSON" ... Jan. 25th.

"PRESIDENT MCKINLEY" ... Feb. 15th.

"PRESIDENT JEFFERSON" ... Mar. 11th.

"PRESIDENT GRANT" ... Mar. 23rd.

For Passage and Freight Booking apply to

AMERICAN ORIENTAL MAIL LINE

Operating for
 UNITED STATES SHIPPING BOARD
 By ADMIRAL ORIENTAL LINE.

Managing Operators
 Hongkong and Shanghai Bank Building.
 Telephone: Central 2477, 2478 & 795.

ELLERMAN & BUCKNALL STEAMSHIP COMPANY, LTD.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

CITY OF TOKIO 12th Jan. Havre, London, B'ham, Hamburg

PASSENGER SERVICE.

CITY OF KARACHI 23rd Jan. Marseilles, London, Havre
CITY OF KARACHI 4th March Do.
TRAFFORD HALL 11th April Do.

A "B" Class. B "B" Class.

FARES TO LONDON.

Single 1st Class "A" £22. "B" £21. Single 2nd Class "A" £12. "B" £11.
Cargo Steamers, Saloon Passage—£62.

For further particulars, apply to—

THE BANK LINE LTD.
(Tel. Central 759).

HOLYOAK, MASSEY & Co., LTD., CANTON.

BOSTON, NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"LION" via Suez Canal 8th Jan.
"COLORADO" via Suez Canal 19th Jan.
"ATREUS" via Suez Canal 23rd Jan.
"CITY OF BEDFORD" via Suez Canal 7th Feb.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE or THE BANK LINE LTD., HONGKONG
HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON.

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hongkong and Sailings for S'hai and Japan.	Probable Sailings from Hongkong for Marseilles.
ANDRE LEBON	4th Dec.	8th Jan. 1925	18th Jan. 1925
AMROISE	18th Dec.	19th Jan.	16th Feb.
CELANTELY	1st Jan. 1925	1st Mar.	1st Mar.
PORTHOS	16th Jan.	16th Feb.	15th Mar.
AMAZON	29th Jan.	2nd Mar.	29th Mar.

RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and Free Doctor's Attendance).
A CLASS 1st Class... £ 25. 0s. 0d. B CLASS 1st Class... £ 22. 0s. 0d.
STEAMERS 2nd... £ 68. 0s. 0d. STEAMERS 2nd... £ 60. 0s. 0d.

Through Tickets to London and Leaving Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

A. "MIN" & DUNKIRK about.

A. "MIN" from DUNKIRK, LONDON & HAVRE is due

to arrive about 3rd week of January, 1925.

Sailings subject to alteration without notice.

For full Particulars, apply to—

MESSAGERIES MARITIMES CO.,

Telephone: Central 740. 3, QUEEN'S BUILDINGS.
CONSIGNATION—TRANSIT—REPRESENTATION

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE OF Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOCHOW

AND RETURN

(Occupying 9 or 10 Days)

SAIYANG Capt. J. S. Thomson Friday, 8th Jan. at 1 p.m.
HAICHING Capt. A. H. Stewarts Tuesday, 13th Jan. at 1 p.m.
HAICHING Capt. W. C. Passmore Friday, 18th Jan. at 4 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
Round Trip Tickets will be issued from Hongkong to Fochow (Pagoda Anchorage) and Return by the same Steamer by the "HAICHING," "HAICHONG" and "HAICHING" at the Reduced Rate of \$30.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAPRAIR & CO.,
General Managers.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and

NEW YORK

S.S. "EASTERN PRINCE" 1st Feb.

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 8165
Telegrams: Faraprin.

(Incorporated in Great Britain)
King's Building.

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND).
MAIL AND PASSENGER SERVICES
STRAITS, JAVA, BURMA, ORYON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"MACEDONIA"	11,069	10th Jan. Neen	Marseilles & London
"SICILIA"	8,513	22nd Jan.	S'pore, Penang, Colombo & B'bay.
"KALYAN"	9,118	24th Jan.	Mara. London, B'ham & Antwerp
"DONGOLA"	8,063	4th Feb.	S'pore, Penang, Colombo & B'bay.
"MOREA"	10,811	7th Feb.	Marseilles & London
"SARDINIA"	8,484	13th Feb.	Marseilles & London
"KALYAN"	9,118	21st Feb.	S'pore, Penang, Colombo & B'bay.
"SOLIMAN"	8,696	18th Mar.	S'pore, Penang, Colombo & B'bay.
"KASHGAR"	9,005	21st Mar.	Marseilles & London
"SICILIA"	8,513	31st Mar.	S'pore, Penang, Colombo & B'bay.
"MANTUA"	10,902	4th Apr.	Marseilles & London
"KARMA"	9,068	18th Apr.	Mara. London, B'ham & Antwerp
"MACEDONIA"	11,069	2nd May	S'pore, Penang, Colombo & B'bay.
"SARDINIA"	8,484	18th May	Marseilles & London
"NAGOA"	8,584	18th May	S'pore, Penang, Colombo & B'bay.
"SARDINIA"	8,484	18th May	Marseilles & London
"MOBIA"	10,911	30th May	Marseilles & London

BRITISH INDIA-APCAR SAILINGS

S.S.	Tons	From Hongkong (about)	Destination
"TAKADA"	6,949	20th Jan.	Singapore, Penang & Calcutta
"TALMA"	10,000	2nd Feb.	do.
"TILAWA"	10,000	14th Feb.	do.
"TAKLIWA"	8,503	28th Feb.	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"ST. ALBANS"	4,500	4th Feb.	Manila, Sandakan, Thursday
"TANDA"	9,958	28th Feb.	Island, Townsville, Brisbane
"AKAFURA"	9,000	1st April	Sydney & Melbourne.

Frequent connections from Australia with the following—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver
The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

S.S.	Tons	From Hongkong (about)	Destination
"MOREA"	10,811	9th Jan. 4 p.m.	Shanghai, Moji & Kobe.
"TALMA"	10,000	11th Jan.	do.
"KASHMIR"	8,983	24th Jan.	do.
"SARDINIA"	8,484	24th Jan.	do.
"TILAWA"	10,000	24th Jan.	Moji & Kobe.
"TAKLIWA"	8,500	3rd Feb.	Kobe.
"MALWA"	10,941	7th Feb.	Shanghai, Moji & K'te.
"TANDA"	9,958	7th Feb.	Moji & Kobe.
"KASHGAR"	9,005	21st Feb.	Shanghai, Moji & Kobe.
"SOLIMAN"	8,696	21st Feb.	do.
"SICILIA"	8,513	7th Mar.	Moji & Kobe.
"ARAFURA"	9,900	7th Mar.	Shanghai, Moji & Kobe.
"MANTUA"	10,902	21st Mar.	do.
"MACEDONIA"	11,069	3rd Apr.	do.
"ST. ALBANS"	4,500	4th Apr.	Moji & Kobe.
"SARDINIA"	8,484	17th Apr.	Shanghai, Moji & Kobe.
"NAGOA"	8,584	23rd Apr.	do.
"MOREA"	10,811	1st May	Moji & Kobe.
"TALMA"	10,000	9th May	Shanghai, Moji & Kobe.
"KALYAN"	9,118	18th May	do.
"MALWA"	10,941	29th May	do.
"KASHMIR"	8,983	12th Jan.	do.
"MANTUA"	10,902	23rd Jan.	do.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Bangkok must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
All Cabins are fitted with Electric Fans free of charge.
Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

P. & O. Building, Cantonment Road, Central, HONGKONG. Agents.

AMERICAN FAR EAST LINE

OPERATES FOR

UNITED STATES SHIPPING BOARD

By STRUTHERS & BARRY, Managing Operators.

REGULAR FAST FREIGHT SERVICE.

TO SAN FRANCISCO AND LOS ANGELES
FROM HONGKONG BY DIRECT ROUTE
(22 days to San Francisco. 28 days to Los Angeles).

U.S.S. "WEST JESTER" Due Hongkong 12th Jan.
Leave Hongkong 16th Jan.
U.S.S. "WEST PROSPECT" Due Hongkong 29th Jan.
Leave Hongkong 31st Jan.

Cargo accepted for Transshipment at San Francisco to Weekly Sailings for Atlantic Seaboard Ports. Through Bills of Lading issued to U.S. and Canadian Overland Points.

TO MANILA, CEBU, ILOILO AND ZAMBOANGA.

U.S.S. "WEST CHOPAKA" Due Hongkong 12th Jan.

U.S.S. "WEST CARMONA" Due Hongkong 20th Jan.

U.S.S. "WEST CARMONA" Due Hongkong 22nd Jan.

Through Bills of Lading issued to all Ports not served.

For Full Information, Apply to—

STRUTHERS AND BARRY.

L. EVERETT, Inc.
General Agent,
Japan, China, Philippine Islands,
Indo-China, Straits Settlements.
1st Floor, Queen's Building,
G. F. BRADFORD,
Rev. Agent,
Phone: Central 3008.

CHINA NAVIGATION CO. LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Port	Steamers	Date of Departure	Notes
SWATOW & SHANGHAI	"SZECHUEN"	On 8th Jan.	10 a.m.
HOIHOW, PAKHOI & HAIPHONG	"TAMING"	On 8th Jan.	10 a.m.
SSANGHAI & TSINGTAO	"LIANGCHOW"	On 14th Jan.	11 a.m.
SWATOW & SHANGHAI	"CHENGTO"	On 14th Jan.	11 a.m.
SHANGHAI, CHEFOO & TIENTSIN	"SUIYANG"	On 14th Jan.	5 p.m.
AMOI & SHANGHAI	"KWANGTUNG"	On 14th Jan.	11 a.m.
SWATOW & SINGAPORE	"TEAN"	On 14th Jan.	11 a.m.
SWATOW & BANGKOK	"YINGCHOW"	On 14th Jan.	11 a.m.
SHANGHAI & TSINGTAO	"SINKIANG"	On 14th Jan.	11 a.m.
SWATOW & SHANGHAI	"KIANGSU"	On 14th Jan.	11 a.m.
AMOI, SWATOW & SINGAPORE	"KAYING"	On 20th Jan.	11 a.m.
SWATOW & BANGKOK	"KAYING"	On 20th Jan.	11 a.m.

SHANGHAI LINE.—Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to Fookow), Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Tsingtao). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Wootung.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Telephone: Central 38.
CARGO AND PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS

SAILINGS SUBJECT TO ALTERATION

Steamer	Due at Hongkong on or about	Due to sail for Manila, Port Bango, Thursday Is., & Aus. Port on or about
"CHANGSHA"	10th Jan. 1925	17th Jan. 1925
"TAIWAN"	23rd Feb. "	28th Feb. "

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares Cargo booked through to all Australian, New Zealand and Tasmanian Ports.

For freight and passage, apply to—

BUTTERFIELD & SWIRE.

Telephone No. Central 38. Agents.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK AND BOSTON via SUEZ.

S.S. "KENDAL CASTLE" Sails about 2nd Feb.
S.S. "WHAY CASTLE" Sails about 2nd March

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (PIUME).

TAKING CARGO ON THROUGH BILLS OF LADING TO

GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

£66.

NEXT SAILINGS

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

S.S. "VENEZIA" Sails about 10th Jan. 1925.
S.S. "NUMIDIA" Sails about 14th Jan. "
S.S. "LACONIA" Sails about 22nd Jan. "
S.S. "FIUME-LI" Sails about 1st Feb. "

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE

S.S. "ROSEANDEA" Sails about 8th Jan. 1925.
S.S. "NUMIDIA" Sails about 2nd Feb. "
S.S. "VENEZIA" Sails about 7th Feb. "
S.S. "LACONIA" (cargo only) Sails about 26th Feb. "
S.S. "FIUME-LI" Sails about 27th Mar. "

NATAL LINE OF STEAMERS

FROM CAIROUTTA, COLOMBO TO SOUTH AFRICAN PORTS

S.S. "UMZUMBI" Sails about 18th March
S.S. "UMONA" Sails about 16th April

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED

Telephone: Central 1039. Agents.

Y. K. K. Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Brokers.
Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE
KEELUNG, HONGKONG, CANTON & HAIPHONG
Mailing from Hongkong

For CANTON

For HAIPHONG via Hoihow & Pakhoi

For KEELUNG via Swatow & Amoy

For further particulars please apply to—

Branch Office
No. 17, Bankman Street West
Tel. Central No. 116.
S. MITAHAI, Agent.
Top Floor King's Building,
Tel. Central No. 140 & 141.

POST OFFICE NOTICE.

INWARD MAILS.

FROM	PAID	DATE
HONGKONG	Amoy	8th Jan.
U.S.A., HONOLULU, JAPAN & SHANGHAI	Pres. Wilson	8th Jan.
MANILA	Pres. Madison	8th Jan.
EUROPE via Suez (Letters & Papers)		8th Jan.
London, 11th Dec. 1924, & Parcel		
4th Dec. 1924)		
CANADA (U.S.A.) JAPAN, SHANGHAI		
London via Canada (London, 6th		
Dec. 1924 & EUROPE via Siberia		
London, 12th Dec. 1924)		
SHANGHAI	Chenchi	8th Jan.
SHANGHAI	Macedonia	8th Jan.
SHANGHAI	Taiwan	8th Jan.
SHANGHAI	Uhangsha	10th Jan.
SHANGHAI	Sui Yang	10th Jan.
SHANGHAI	Mishima Maru	10th Jan.
SHANGHAI	Hokusan Maru	10th Jan.
SHANGHAI	Aki Maru	10th Jan.
SHANGHAI	Pres. Jackson	10th Jan.
U.S.A., CANADA, JAPAN AND SHANGHAI		10th Jan.

OUTWARD MAILS.

FOR	PAID	DATE
Manila, Straits and Parcel only for	Hindenburg	Thursday, 8th, 10.30 A.M.
Germany via Hamburg		12.30 P.M.
Shanghai and Japan	Amoy	1.30 P.M.
Seigon	Phuquang	3.30 P.M.
Swatow	Amoy	3.30 P.M.
Amoy	Amoy	4.15 P.M.
Macau	Amoy	4.15 P.M.
Hoihow, Paochow and Maipong	Taiwan	Friday, 9th, 8.31 A.M.
Swatow, Amoy and Foochow	Hui Yang	Noon
Shanghai and Japan	Mosca	2.30 P.M.
Manila	Emp. of Russia	4.15 P.M.
Macau	Chenchi	5.00 P.M.
Shanghai, Japan, Canada, U.S.A., Central	Pres. Madison	Saturday, 10th, 8.00 A.M.
and S. Africa, Egypt, and EUROPE		8.30 A.M.
via Victoria, B.C. due Victoria, B.C.		5.00 P.M.
23rd Jan.		
Straits, Ceylon, India, Mauritius, E. & S.	Macedonia	Saturday, 10th, 9.45 A.M.
Africa, Aden, Egypt, and EUROPE		10.30 A.M.
via MARSEILLES due Marseilles		10.00 A.M.
on February, 1925		10.00 A.M.
Manila	Suiyang	10.00 A.M.
Shanghai	Macassar Maru	10.00 A.M.
Japan	Chuencho	4.15 P.M.
Macau	Mingyang	5.00 P.M.
Hoihow and Haiphong		
Swatow, Amoy and Foochow	Kiao Maru	Sunday, 11th, 9.00 A.M.
Straits	Elipser	Monday, 12th, 2.30 P.M.
Amoy	Sui Yang	3.30 P.M.
Swatow and Bangkok	Taiwan	Tuesday, 13th, 9.30 A.M.
Swatow, Amoy and Foochow	Hui Yang	Noon
Swatow	Tungshing	5.00 P.M.
Straits, Ceylon, India, Mauritius, E. & S.	Hokusan Maru	Wednesday, 14th, 8.45 A.M.
Africa, Egypt, and EUROPE via		9.30 A.M.
Marseilles due Marseilles		1.00 P.M.
on Feb.		
Straits and Ceylon	Barrymore	Thursday, 15th, 11.30 A.M.
Straits	Van Overstraten	11.30 A.M.
Japan, Canada, U.S.A., Central & S.	Philodetes	Friday, 16th, 9.45 A.M.
America, & EUROPE via Victoria		10.30 A.M.
B.C. due Victoria, B.C., 8th Feb.		3.30 P.M.
Swatow, Amoy and Foochow	Hui Yang	
Seigon, Straits, Ceylon, India, Mau-	Andre Lehon	Saturday, 17th, 4.15 P.M.
ritius, E. & S. Africa, Aden, Egypt &		5.00 P.M.
EUROPE via Marseilles due Mar-		
seilles 18th Feb. Ship sails at 4 p.m.		
on Sunday, the 18th January		
Manila, Australia & New Zealand via	Aki Maru	Tuesday, 20th, 8.45 A.M.
Thursday		9.30 A.M.
Manila, 31st January		
Manila	Pres. Jackson	Sunday, 25th, 9.00 A.M.

*Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE (DIRECT)

*ELPENOR ... 12TH JAN. London, Rotterdam & Hamburg
 *SARPEDON ... 27TH JAN. Marseilles, London, Rotterdam & Glasgow
 *ADRASTUS ... 2ND FEB. Amsterdam, London & Hamburg
 *TROILUS ... 9TH FEB. Marseilles, London, Rotterdam & Hamburg
 *via Oran.

LIVERPOOL SERVICE (DIRECT OR VIA CONTINENTAL PORTS)

*TITAN ... 20TH JAN. Genoa, Marseilles, Liverpool & Glasgow
 *BELLEROPHON 1ST FEB. Marseilles, Havre, Liverpool & Glasgow
 *PROTESILAUS 19TH FEB. Genoa, Marseilles, Liverpool & Glasgow
 *ANTIOCHUS ... 1ST MAR. Marseilles, Havre, Liverpool & Glasgow
 *via Port Sudan.

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 *ATREUS ... 28TH JAN. Boston, New York, Baltimore via Suez
 *K. COMPAGNION 19TH FEB. Boston, New York, Baltimore via Suez

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*PATROCLOS ... 5TH FEB. Shanghai
 *SARPEDON ... 27TH JAN. Singapore, Marseilles & London
 *PATROCLOS ... 10TH MAR. Singapore, Marseilles & London
 *ANTENOR ... 7TH APR. Singapore, Marseilles & London
 *HECTOR ... 5TH MAY. Singapore, Marseilles & London

Also cargo steamers with limited passenger accommodation at specially reduced fares.

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COMMERCIAL.

OPENING QUOTATIONS.

January 7th, 1925

ON LONDON.—	
Telegraphic Transfer ...	—2 3/4
Bank Bills, on demand ...	—2 1/4 1/8
Bank Bills, at 30 days' sight ...	—2 1/4
Bank Bills, at 4 months' sight ...	—2 1/4
Credits, at 4 months' sight ...	—2 1/4
Documentary Bills, 4 months' sight ...	—2 1/4
On PARIS.—	
Bank Bills, on demand ...	—1,035
Credits, 4 months' sight ...	—1,130
ON NEW YORK.—	
Bank Bills, on demand ...	—55 1/2
Credits, at 30 days' sight ...	—57 1/2
ON BOMBAY.—	
Telegraphic Transfer ...	—104
Bank Bills, on demand ...	—104
ON CALCUTTA.—	
Telegraphic Transfer ...	—156
Bank Bills, on demand ...	—156
ON SHANGHAI.—	
Bank Bills, at sight ...	nom.
Private, 30 days' sight ...	—143 1/2
ON YOKOHAMA.—On demand ...	—111
ON MANILA.—On demand ...	—110
ON SINGAPORE.—On demand ...	—55 1/2
ON BATAVIA.—On demand ...	nom.
ON HONGKONG.—On demand ...	nom.
ON SAIGON.—On demand ...	—73 1/2
ON BANGKOK.—On demand ...	—8 3/4
SOVEREIGN, Bank's Buying rate	—68 1/2
GOLD LAY, 100 fine, per tael	—8 3/4
BAR SILVER, per oz.	—8 3/4